

# THE COMMERCIAL MOTOR

FRIDAY, APRIL 28, 1961  
ONE SHILLING



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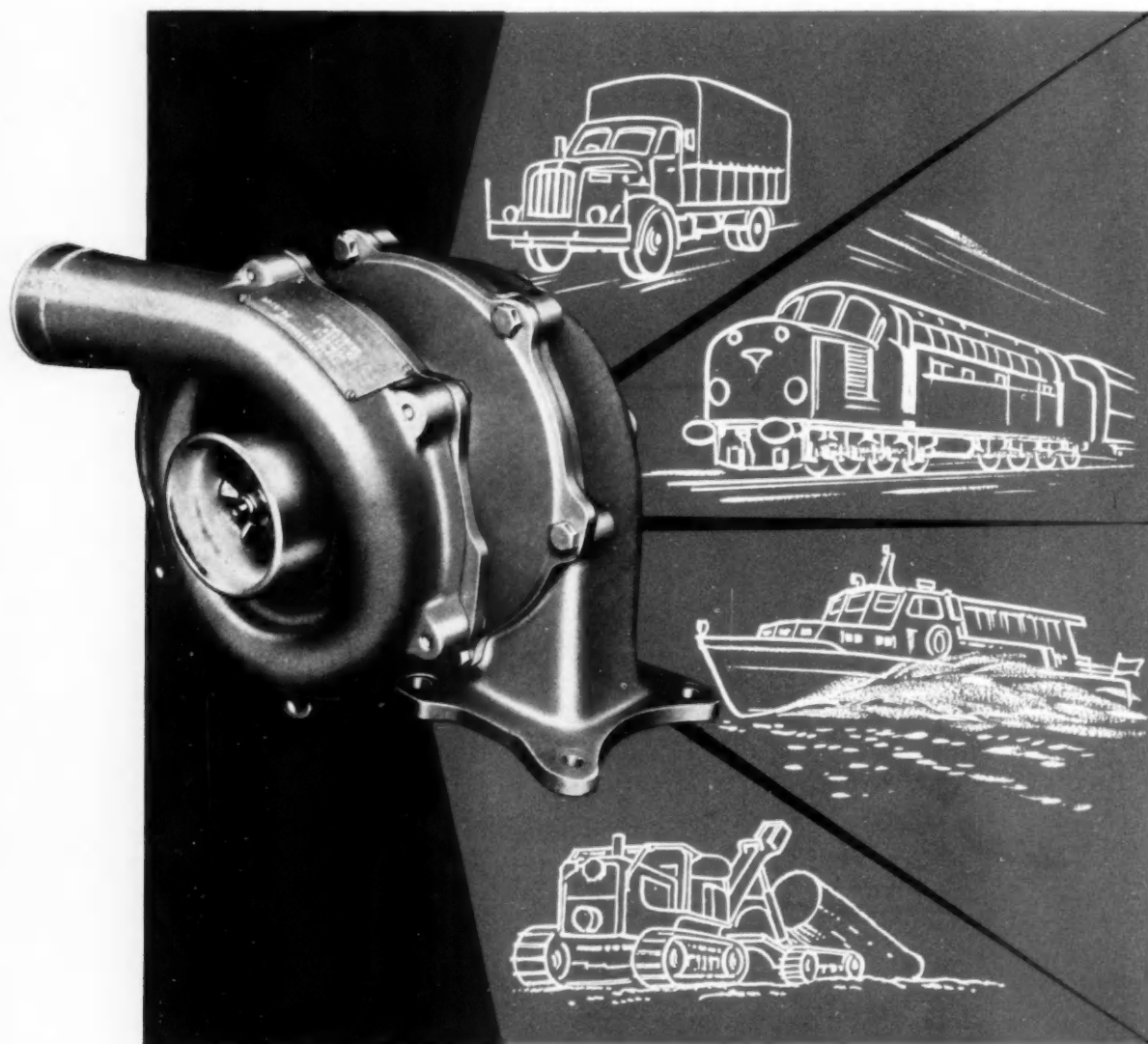
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- Suitable for diesel engines from 40 - 600 H.P.
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**For real economy of operation!**

# COMMER

## 1½ TONNER

**with long-life petrol or diesel power unit**



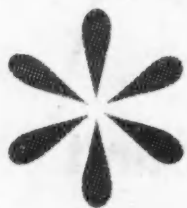
**B**UILT with your needs in mind, the Commer 1½ ton forward control model thrives on the toughest assignments . . . triumphs magnificently over the fierce strain of 'stop-start' delivery work. A sterling example of Commer reliability, quality engineered, this lively model—available with chrome bore petrol or diesel engine to choice—gives the utmost economy of operation. Primarily fitted with van bodywork distinctively modern in style, the chassis also accommodates special bodies to suit individual requirements.

***Built stronger to last longer!***

\* BACKED BY ROOTES COUNTRY-WIDE PARTS AND SERVICE ORGANISATION \*

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SYNTHETIC  
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**A NEW VAN BUILT BY HOMALLOY  
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Box van body  
constructed in Homalloy  
Light Alloy with  
cant rail roof and  
plastic inserts.

Homalloy-  
designed cab,  
constructed  
throughout  
in  
plastic.

**HOMALLOY  
HAVE THE  
ANSWER TO  
YOUR  
"SPECIAL"  
PROBLEM**



*Designed for the Albion "Chieftain" Chassis, this platform body is constructed throughout in Homalloy Light Alloy. It is fitted with a special 19' x 17' corrugated floor with tread plate on top.*

# Homalloy

LIGHT ALLOY

## HOME

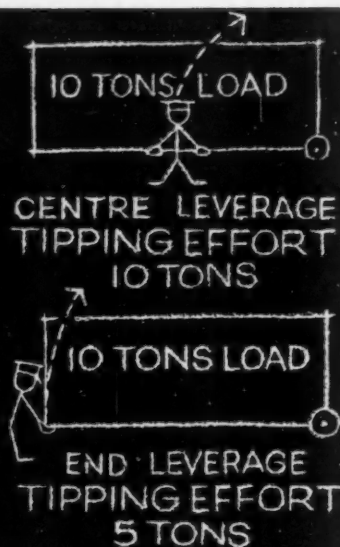
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## 'Quod Erat Demonstrandum'

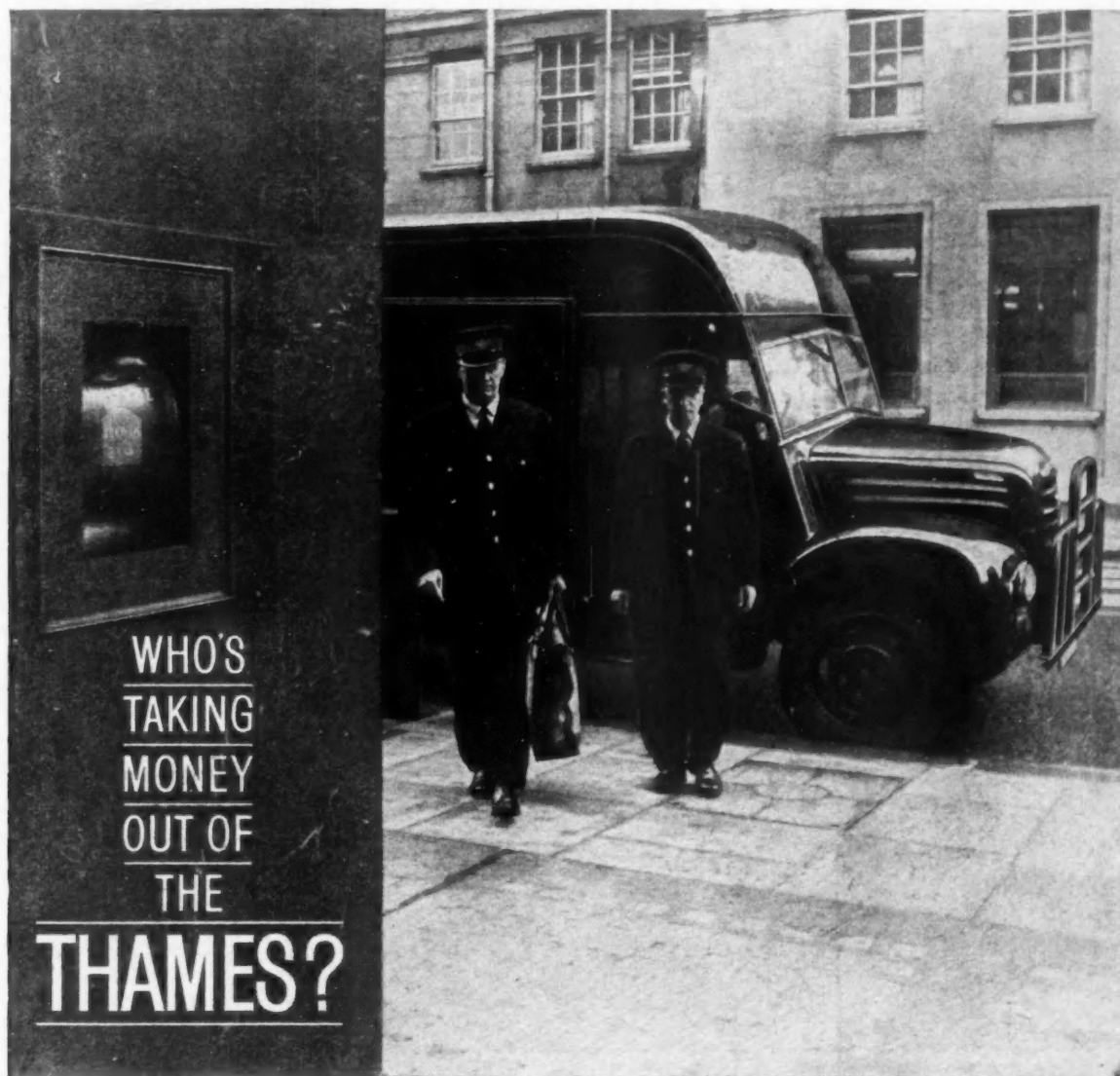


As boys we have all breathed a sigh of relief on being able to write Q.E.D. at the end of a problem. When your problem is tippers and tipping, it is worth glancing at the blackboard above. Of all the gears we manufacture by far the most popular are our single and twin front-end rams. They need less power to tip an equivalent load—therefore cost less. Their position imposes less strain on the chassis—provides complete body stability—thefore vehicles give longer trouble-free operation. If further proof of the all-round efficiency of our front-end rams is sought, it is to be found on the roads, where there are more Edbro-B & E Tipping gears at work than all others combined. Q.E.D.

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to  
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WHO'S  
TAKING  
MONEY  
OUT OF  
THE  
**THAMES?**

## SECURITY EXPRESS...FOR SAFE DEPOSITS

When 50,000 smackers are about to make a move – albeit on a chain – there is one type of armoured vehicle that Security Express Ltd. entrust with the job – and that's a Thames 2 tonner, with a special body. It's a quick, efficient, no-hanging-about sort of vehicle, inspiring confidence. Specially designed for the job with 'bedstead' bumpers to foil raiders. It is immensely hard-working, beautiful to handle, and appropriately thrifty in its running costs! With the extra advantages of speedy Ford Service with low fixed-cost spares, it's not surprising that this armoured van gives its operators – at the wheel and in the financial department – a distinct sense of security.

### THE THAMES 2 TONNER

The chassis of this lively, go-anywhere vehicle is the basis of many different types of special body. A natural choice for the more responsible jobs because of its rugged engine and transmission combined with a strong chassis and quality cab. Light steering and a very generous lock ensure top marks for handability.

Both engines offered, a 4-cylinder petrol or a '4D' diesel, give low running costs. The spacious cab is built for accessibility, driver comfort and wide angle visibility. The standard van version of the 2 tonner has an all steel construction, low loading level and 450 cubic feet capacity.

One of the THAMES Semi-forward control range – 1½ ton to 4 ton.



GO FOR **THAMES VANS** BY **FORD**

# You get more **\*OUT** because we put more **IN**

Operators log more miles per gallon, more miles per tyre and the lowest running cost per ton mile with Four-in-Line semi-trailers because B.T.C. put more in. Extra thought and skill in design—extra strength in the frame, the springs, the coupling—special steels and alloys wherever extra robustness is needed—all these combine to make the Four-in-Line the most popular semi-trailer in the Country with operators and drivers alike. And, in spite of all the other extras—there is still no extra price—unchanged through the last three years.



These "B.T.C." model No. W.1107 12 ton capacity "FOUR-IN-LINE" Semi-Trailers were supplied through W. J. Reynolds (Motors) Ltd., Dagenham.

## \* 10% EXTRA M.P.G.

Operators' records prove that at least 10% extra M.P.G. is obtained with Four-in-Line equipment.

## \* EXTENDED TYRE LIFE

100,000 miles per tyre on standard equipment is GUARANTEED with Four-in-Line semi-trailers, within limits of the tyre panel for claims and applying to mileage only.

# FOUR-IN-LINE semi-trailers

promote efficient, economical transport



Registered Trade Mark No. 8674864

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Grams: Trukantrak, Manchester Telex.

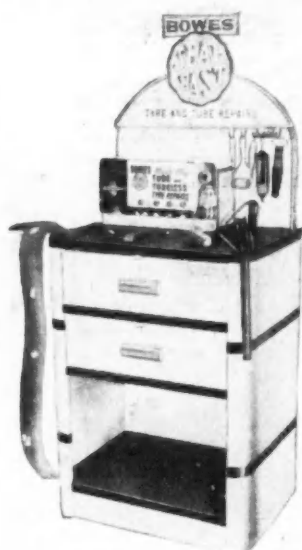
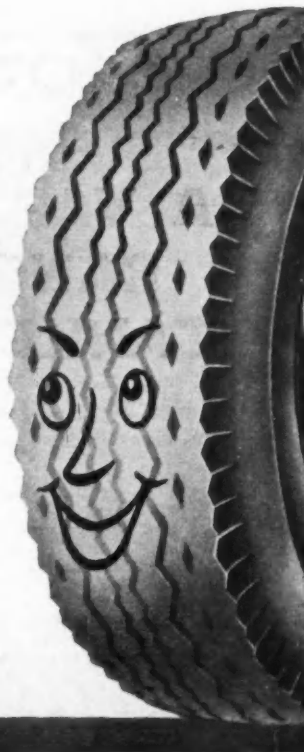
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LONDON: 39, Charterhouse Square, E.C.1.  
Telex No. 2-3184, MONarch 4270 and 4279  
LIVERPOOL: Graham Works,  
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## Speed up and be sure with **BOWES SEALFAST** tyre repair systems

Bowes Sealfast equipment is uniquely designed, for speed and to take the hard work out of heavy tyre handling. Under this world-famous trademark is a complete range of dependable reasonably-priced equipment for the inspection and repair of tubed and tubeless, car-sized and commercial tyres.



### The Complete Tube, Tyre and Tubeless Tyre Repair Outfit

Standard equipment for every Service Station, vehicle operator and transport garage. Compact, tidy, and a workbench in itself, with all the tools for quick tube and tubeless tyre repair—supplied with a MULTI-PLY cabinet containing sufficient material for over 400 repairs.

**BOWES**



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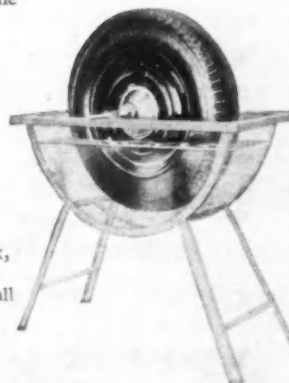


### The NEW MULTI-PLAST tubeless tyre repair kit

undoubtedly the safest, quickest method, uses an entirely new plastic material which moulds itself to fill any hole, without removing the tyre from the vehicle.



**APA pneumatic bead expander** the most ingenious and safest way to expand the bead on tubeless tyres without injuring them. (Actuated by air pressure).



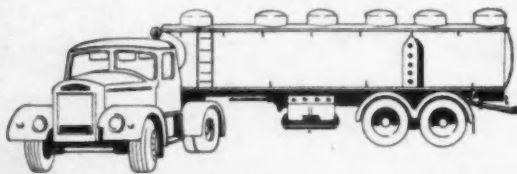
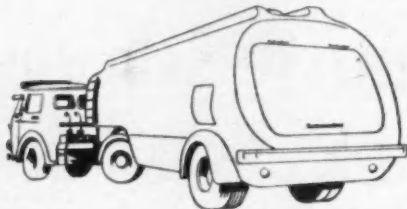
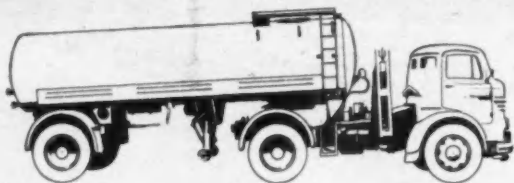
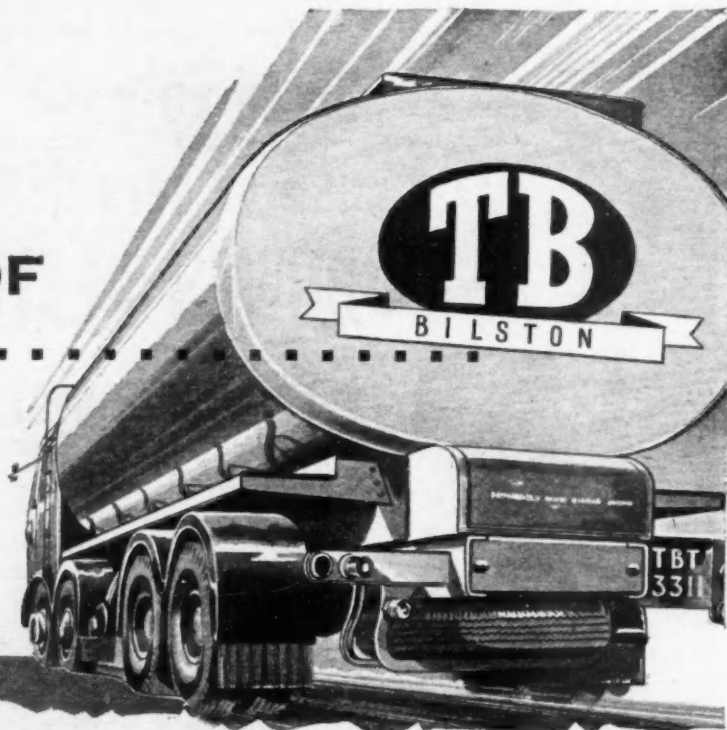
### New and improved "Aquarium"

tubeless tyre testing tank, being transparent, is the only way to discover small leaks that lead to slow punctures.

### T.T. "LECTOSEAL"

Vulcanising equipment for hot repairs if required. Hydraulic and pneumatic spreaders, removers and bead breakers. And a whole range of polishes, cleaners and compounds.

## A VAST RANGE OF TANKERS.....



Thompson Bros. are well known for their tankers and there is certainly some prestige in running one that carries the TB namestyle. You are secure in the knowledge that you have the best of its kind for reliability, convenience, safety and designed to meet all kinds of special requirements.

Remember everyone on the road looks up to a Thompson Brothers Tanker.



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Ideal for Builders, Contractors, Garages, Plumbers, etc. Extremely substantial, heavy gauge steel, hinged lids, 2 hasps, no internal divisions.

Only **22/6** Carr. Paid

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"PYRENE" Fire Extinguishers 1 quart capacity, unused, fully charged for immediate use. A must for every motorist.

Special Price **£1** each  
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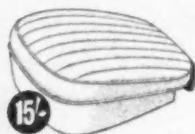
A strong and well-made truck. Length 4ft. 8in. overall; wheels, iron; size of wheels, 8in. x 1 1/2 in. Weight, 56 lbs.

Price **£1/19/6** each  
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New and unused (ex Ministry). Side lever, high pressure and with flexible connection, Hexagon or Snap-on heads (state type required when ordering). Barrel length 14 1/2 in. Diam. 2 1/2 in.

Only **50/-** ea. inc. P. & P.  
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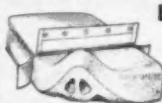
**SEAT SQUABS**

In green Rexine, 18in. x 18in.  
Post & Packing 2/6

**LEAD LAMPS (Mains Voltage)**

Unused, first-class condition, extra strong construction. Fitted safety wire guard, porcelain bulb holder to take standard lamps, wooden handle, and complete with 30ft. of top-quality twin core wire. Ideal for garage or home use.

Cannot be repeated. Each **17/6**  
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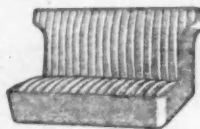
An exceptional line. Brand new. Dimensions: 13in. x 12 1/2 in. x 2in. Green Rexine outer cover, Dunlopillo latex foam inner cushion. Cannot be repeated. Only **12/6** each, inc. P. & P.

**A30-A35 REAR SEAT CONVERSIONS**

An exceptional bargain. Fully sprung cushion and squab, best quality leather-cloth.

Reduced from £11 to  
OUR PRICE  
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Complete with fittings.  
Colours: Red, green, blue and tan.

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Model 9, absolutely brand new (in original cases) 25 cwt. with elevating platform, petrol engine opposed twin, air-cooled, side valve, solid rubber tyred wheels. Ideal for factory sites, at only **£135** each. Worth double.

**RECONDITIONED COMMERCIAL ENGINES**

We can supply RECONDITIONED REPLACEMENT COMMERCIAL ENGINES, fully guaranteed, including such makes as: AUSTIN 3 1/2-litre, AUSTIN 4-litre, AUSTIN 4 1/2-litre, BEDFORD O.Y. model, BEDFORD Q.L. model, COMMER, HUMBER SUPER SNIPE, FORD (English), FORD (Mercury) and others.

WE INVITE YOUR INSPECTION.  
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**TANKS**

125 gallon capacity: Brand new, heavy gauge, cylindrical. Dimensions approx. 62in. high, 23in. diameter. **£5** each Carr. Paid.

**TYRES**

10.50 x 20 Tyres. New Remoulds, civilian tread. **£10** each. Top quality. Carr. Paid.

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Brand new. Green waterproof covering, hair lock filling. Fully ventilated. 45in. x 16in. x 3 1/2 in. A wonderful bargain which cannot be repeated. These cushions are ideal for caravans, boats, shooting brakes club rooms. Our Price **15/-** each Carr. Paid

**BRAND NEW 4-TON HYDRAULIC JACKS****Special offer**

Double Lift, Dual Pump complete with handle. Minimum height 8 1/2 in. Power Lift 10 1/2 in. Hand Extension 3 in. Extended Height 22 in. Weight of Jack 34 lbs.

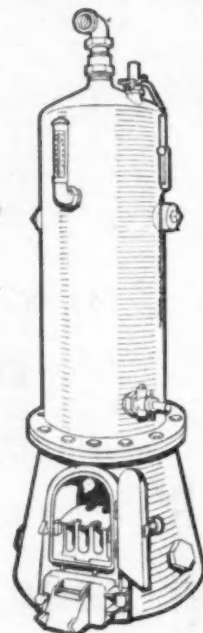


Limited quantity only, cannot be repeated, each **£6.10.0** (carriage and packing inclusive).

**POWER-TONE HORNS**

Pleasantly blended, high powered to command attention. Easy to instal. Well below normal cost. Ebony black finish. 6 or 12v. Pair **55/-**

(64/6 Pair with Relay)

**BOILER BATH HEATER UNUSED**

51,000 B.T.U. Burns solid fuel (easily converted to other types). Ideally suitable for small works, warehouses, garages, etc. Several radiators can be run off this unit. Complete with all fittings, gauges, pipe fittings, stove fittings, 3 lengths of stack piping, 6ft. each length. Total weight 6 cwt. Only **£20** ea. Worth at least double.

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Special Purchase. Snap fasteners, hinged lids, airtight, drop-flat handles, 10in. x 7in. x 3 1/2 in. Make good works or stores fixtures.

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- Reodorises diesel fuel in bulk
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REDEX Diesel Deodorant, a thoroughly tried and tested product, is based on REDEx, the well

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For details of NEW REDEx DIESEL DEODORANT write to **REDEx** LIMITED, 365 Chiswick High Rd., W.4

REDEX is a Registered Trade Mark of REDEx Limited.

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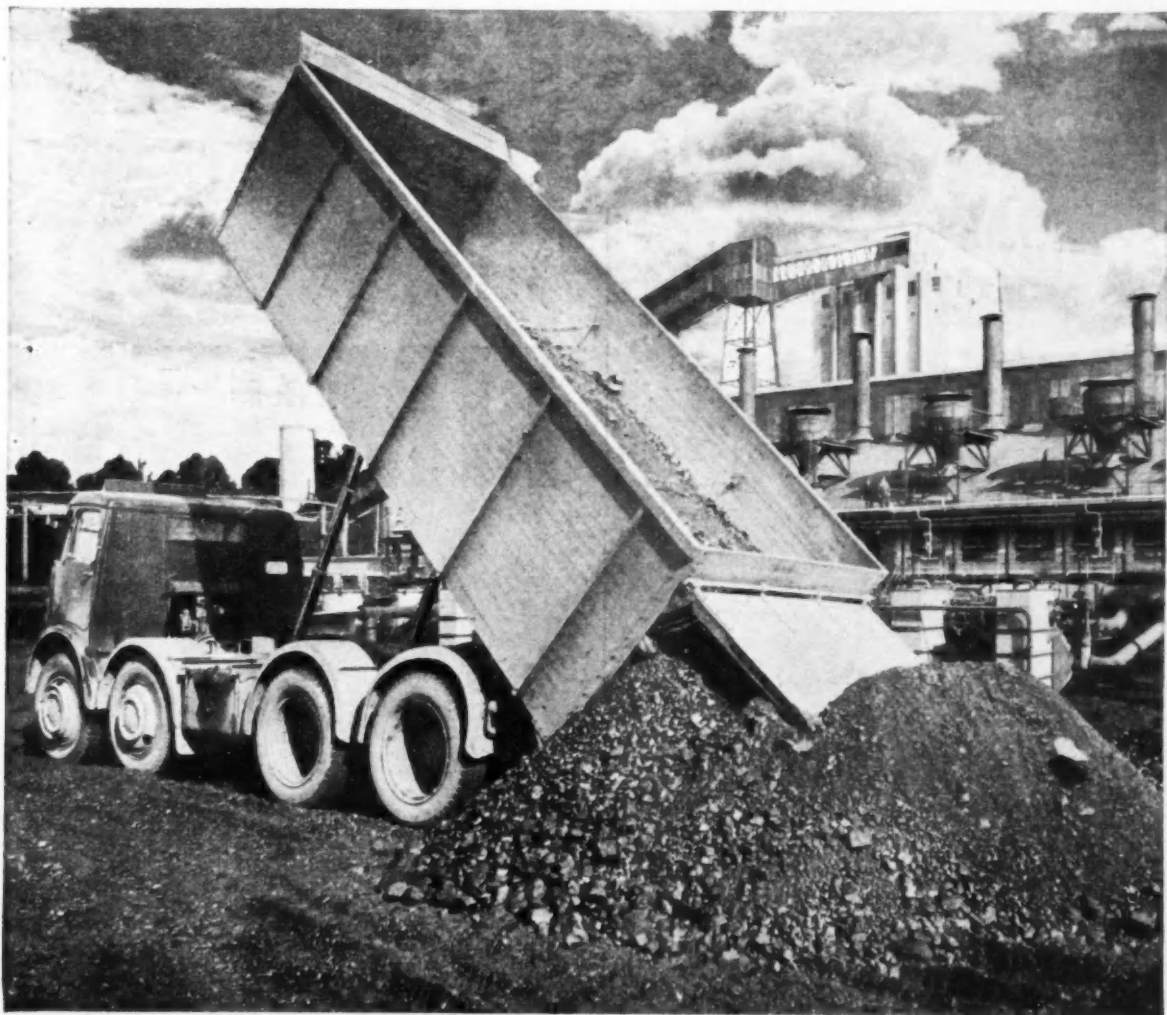
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***Bodywork to Standard or Individual requirements can be supplied in Alloy, Steel or Wood***

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**LIPTON**  
**FORK LIFT**  
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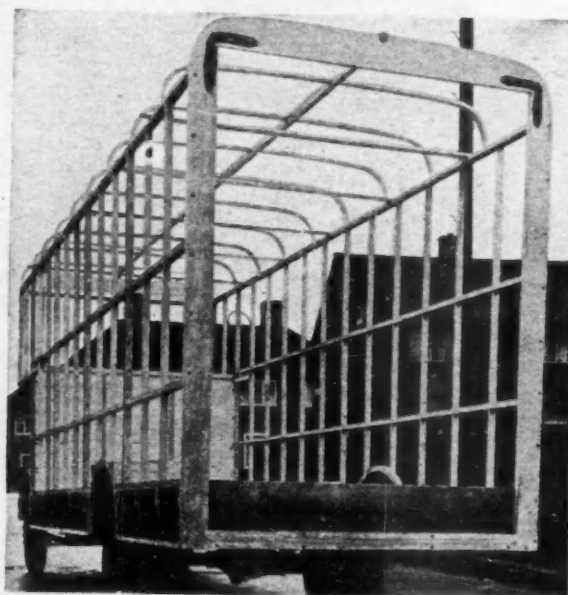
From  $\frac{1}{2}$  ton to 7 tons. Up to 18' lift.

Petrol, Diesel, Electric or L.P. Gas.

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Toughness and enduring resilience, lightness and ease of working make Hardwoods uniquely suitable for motor body building.

For over 70 years Gliksten Hardwoods have proved their dependability—accurately graded, perfectly seasoned and delivered on time from stocks of ever-increasing variety.

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It is one of several Austin 5-ton Diesel Luton Vans of 1,200 cu. ft. capacity, built by Sparshatts, and specially designed for the transport of radio and television sets. Specification includes flush fitting sliding doors and a full width fibreglass panel cab.

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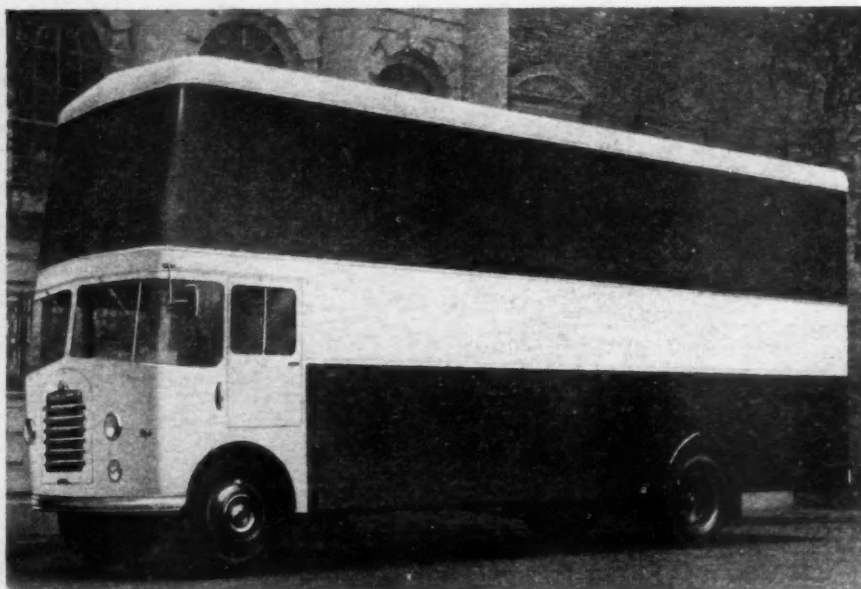


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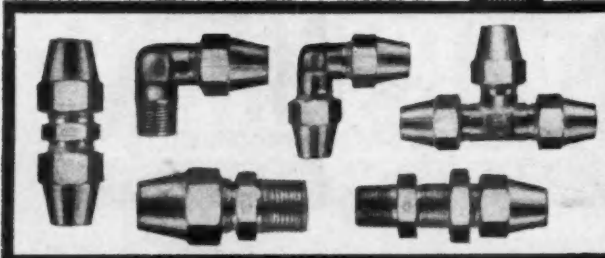
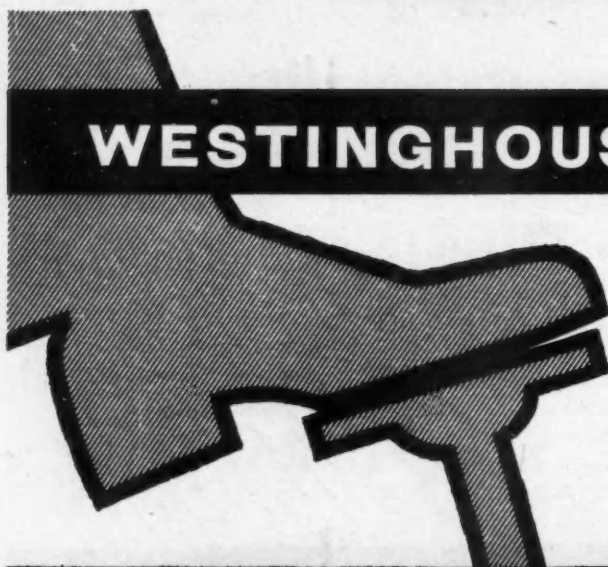
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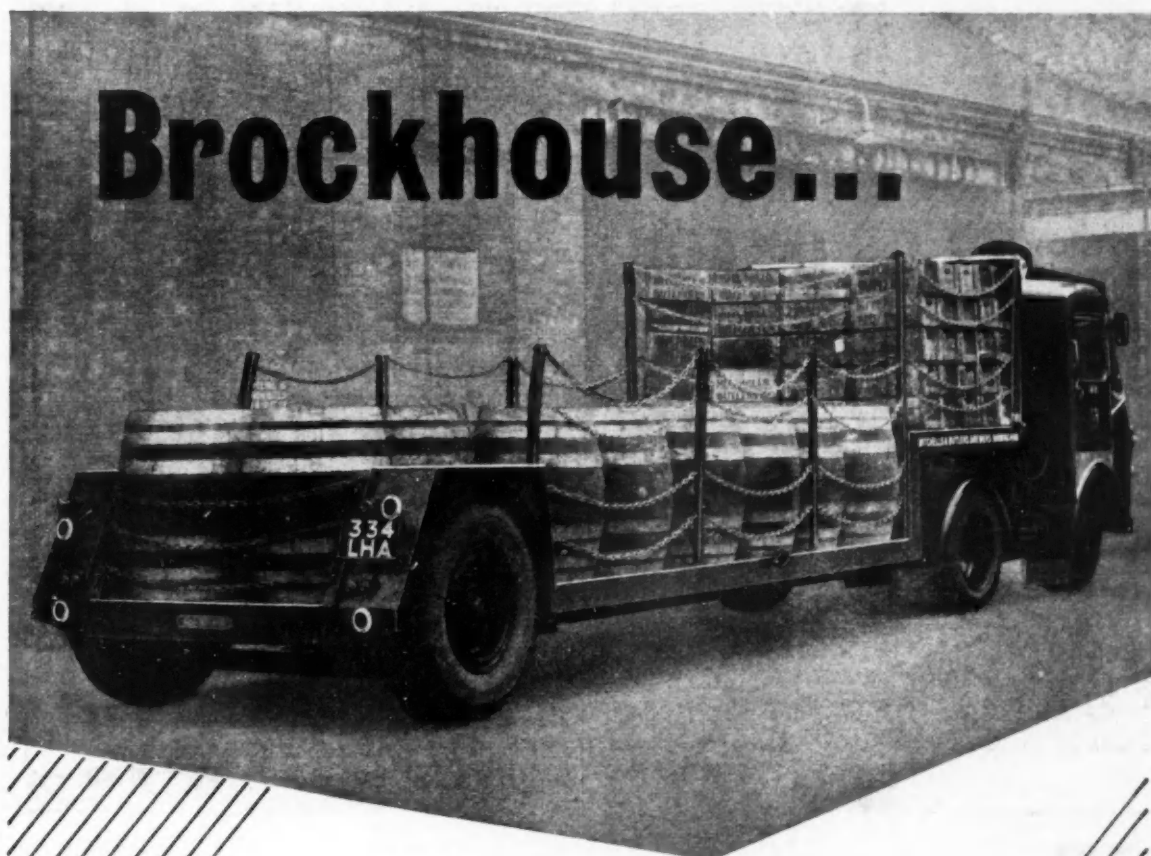
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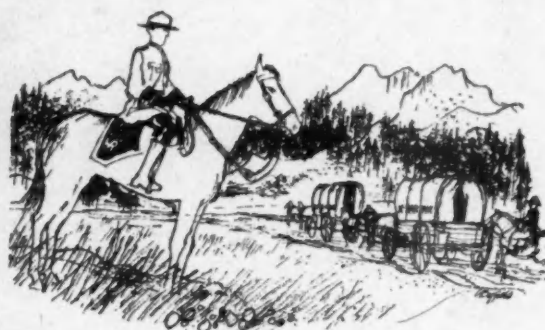
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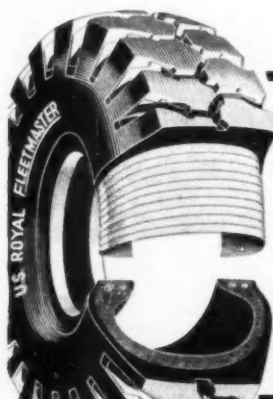
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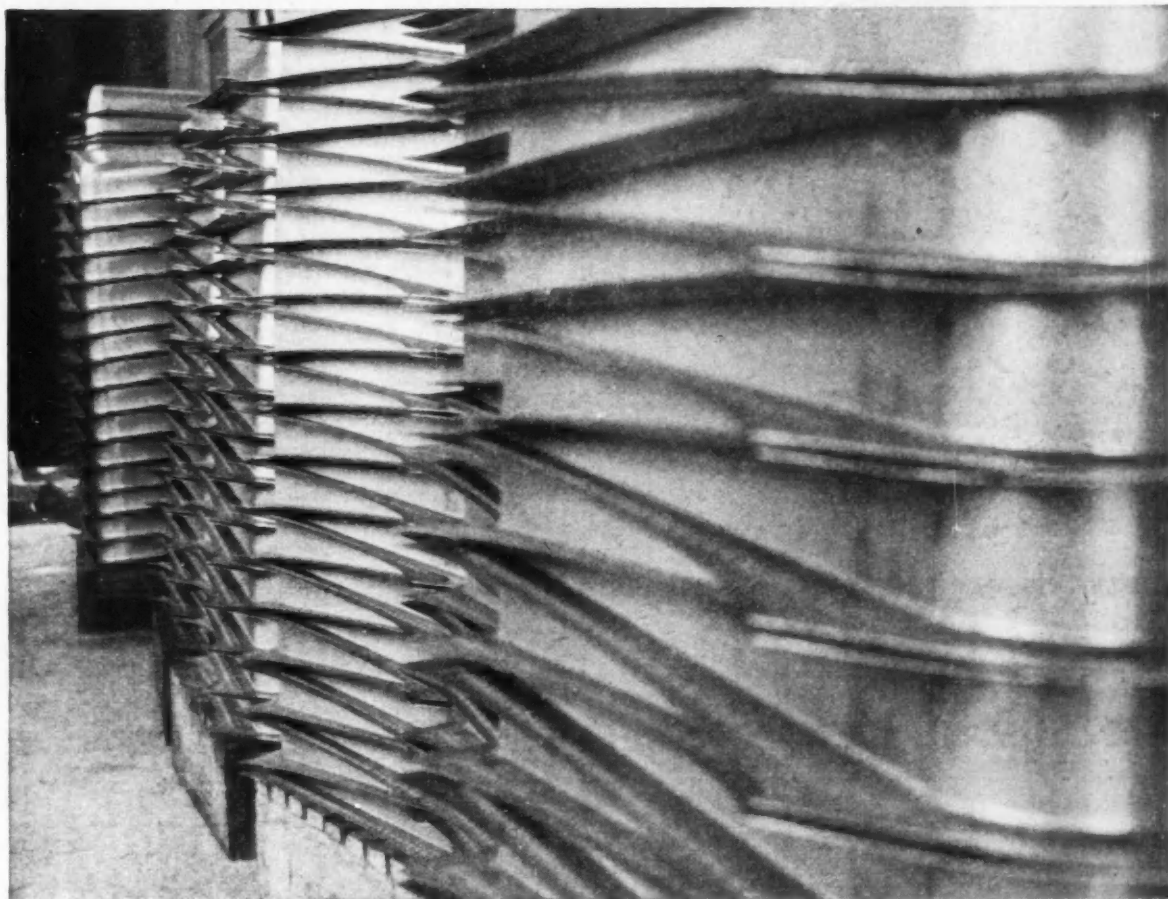


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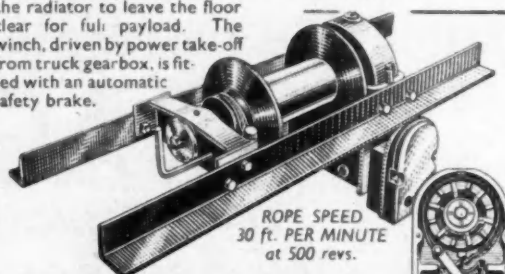
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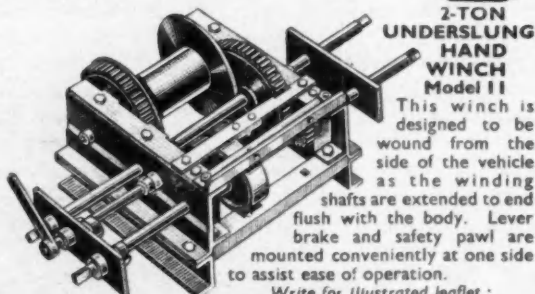
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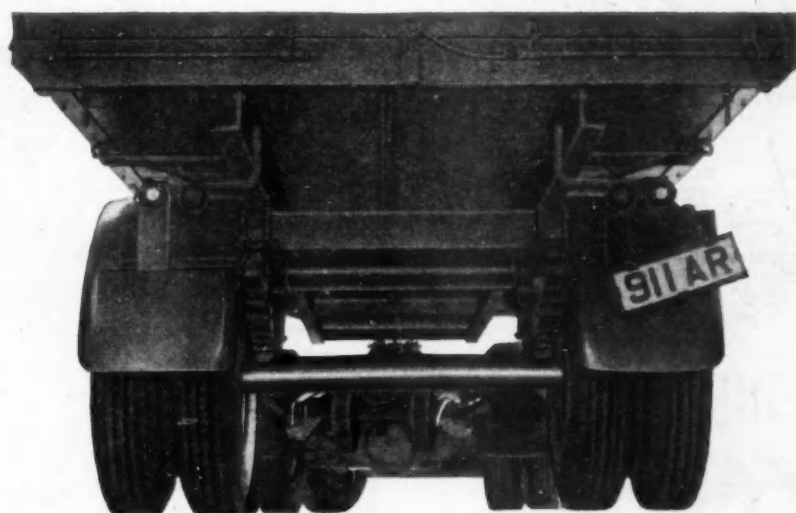
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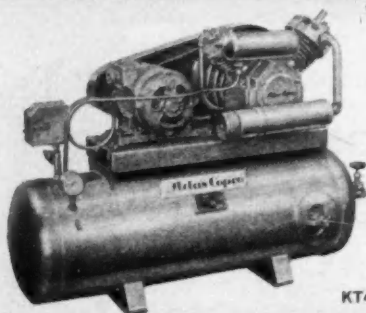
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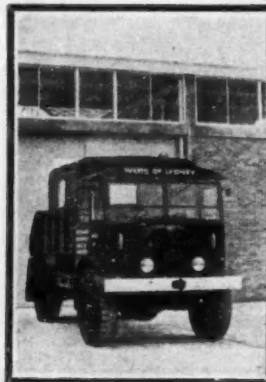
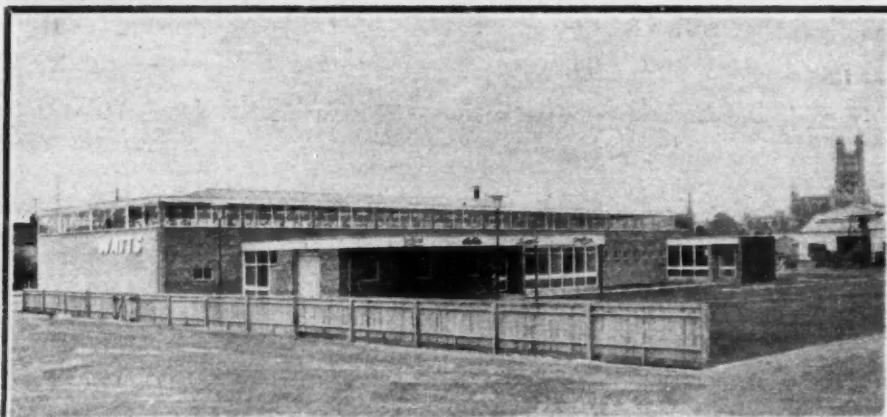
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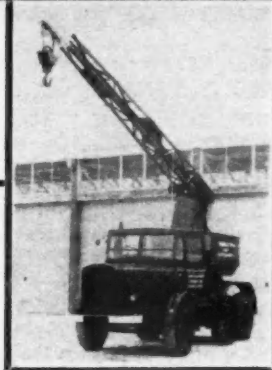
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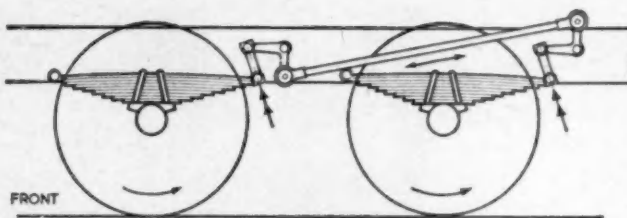
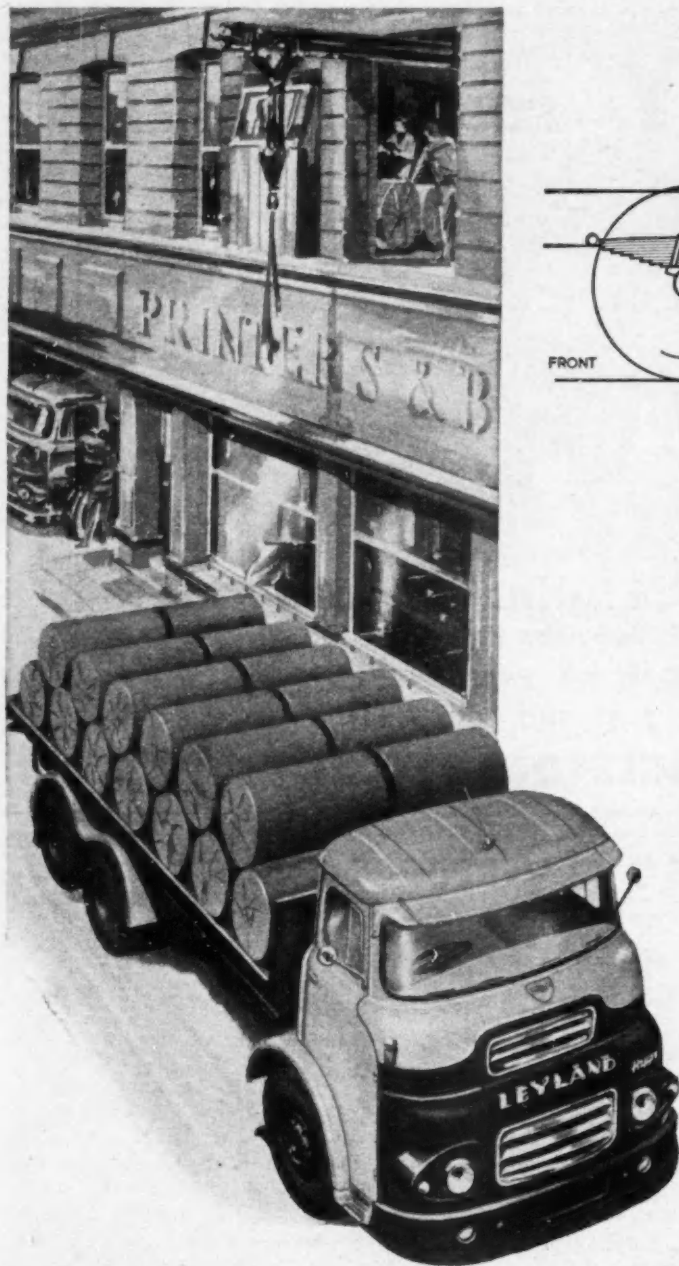
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		North Central Wagon & Finance Co., Ltd. . . . .	9		



FORCES INDUCED BY BRAKING

## BOTH FEET ON THE GROUND !

Ever considered what happens in an ordinary bogie suspension consisting of semi-elliptic springs coupled to a rocking bar?

True it takes care of road undulations. But it's fairly obvious that when braking or driving torque is applied, the rocking bar actually encourages one axle to leave the ground. Result—lack of road adhesion, unsatisfactory braking and unnecessary tyre wear.

Now take a look at Leyland's non-reactive suspension—one of the features of the 'Power-Plus' Series. With front ends of both springs fixed, and rear ends shackled to bell crank levers connected by a tie bar, both axles are forced to bear an equal load. Result—maximum stability and longer tyre life.

Just work it out for yourself!



*A 14/24 g.v.w. range — designed  
for extra safety at high speeds.*

## *Are Light Signals Good?*

**A** CRIMONIOUS statements are regularly made in the popular press and motoring journals about light signals given by private cars and by commercial vehicle drivers, particularly the drivers of heavy trunk vehicles. Even Members of Parliament have on occasions bent their all-seeing eye towards the subject. The plain fact is that the increasing, illogical, and indiscriminate use by motorists of light signals has tended to discredit the practice and to add substance to pleas that light-signalling recommendations should be included in the Highway Code.

Thus does a useful practice by commercial drivers become distorted into a public argument point that can never be settled—certainly not by trying to give it the neo-legal status of inclusion in the Highway Code.

Originated by lorry drivers, the usual forms of light signalling follow a simple and well-known procedure. Probably the most useful is a single flash of the headlights or driving light of an oncoming vehicle, intimating that the driver is willing to give right-of-way to another vehicle. Few non-professional drivers adopt this signal, use of which often enables a build-up of traffic behind a waiting vehicle to be avoided.

Lights that are switched on throughout the critical period purport to show that a driver intends to maintain his course. Properly used by professionals, this can be a useful signal, but it has been utterly abused by private car drivers and can now be regarded as little more than a selfish attempt to usurp road space by a driver who considers that the switching on of his headlight entitles him to charge ahead regardless of the rights of others. Originally useful as a warning, this signal is now more deserving of a ban than of inclusion in the Highway Code. It is significant that professional drivers only use it—and then rarely—to warn of a wide load or some similar danger to oncoming traffic.

Another useful signal, solely by commercial vehicles, is the flash of a driving light to indicate when an overtaking vehicle can safely pull in front. There is also, of course, the less widely known warning of the presence of authority on the road!

### Can be Deceptive

Any form of signalling can be deceptive, or even dangerous if not properly used. The intention of a driver who has switched on his traffic indicators cannot always be accurately assessed unless qualifying factors are taken into account. The signal may clearly show the driver intends to overtake the vehicle in front, or it may indicate that he plans to turn left or right at an intersection, or to stop by the side of the road. A newer variation by private car drivers is to stop, for instance at a pedestrian crossing, with right indicator flashing as a lazy, unsafe and stupid alternative to the Highway Code-recommended hand signal to following traffic. This is definitely dangerous and confusing. Alternatively, a self-cancelling system may be faulty or the driver may have failed to cancel manually.

A driver's handling of the vehicle should give warning of his intention before a signal indicates a definite move. Precise definition in an official code of light signalling procedure could increase the confusion which, not to put it too high, is rather overstated. In any case, who is to say what signals are suitable?

It is doubtful whether codifying light signals could be justified. Commercial vehicle drivers started the practice, and it is a good one if it is not vested with rigid implications that would, to say the least, add a lot of light movement to our already confusing roads.

If an official code were introduced, professional drivers might in any case decide to signal to each other in a different way.

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pages 420 and 421

## NEXT WEEK

- Exports of British commercial vehicles are booming. This issue will contain features on exports, plus specification tables for all British commercial vehicles.

## Men Who Make Transport

# Derek

A QUIET little place is Beer, in Devon. Not much hustle there: little enough need for hustle, one might think. South Devon—the very name conjures up a picture of tranquil lanes and blossoming hedgerows, of peaceful teas of strawberries and cream, of cheerful pints of cider taken in some rural pub. It certainly doesn't prepare you for Derek Good. It wouldn't surprise me one iota if I were told that Derek has never been known to sit quietly for a whole hour. He's like a spring rapidly uncoiling or, to change the simile, like a kettle perpetually on the boil—a whistling kettle, at that, whose existence it is impossible to ignore. Alas, I did not meet him in Beer: perhaps the explosive contrast between Derek and what I know of that delightful village is not so obvious on the spot. But chatting as we were in the office of the Road Haulage Association's secretary-general—there was an important series of meetings in progress, or rather temporarily in recess, hence Derek's presence in London—I did not really get a message from the quiet Devon I know but from a go-ahead, go-getting enterprise more typical of a large industrial centre than a fishing village.

Pioneer Haulage is the biggest single commercial undertaking in Beer. That it is so is entirely due to the dynamism of Derek Good. He was its real creator. He sustains it from year to year. His ideas inspire the action. He is the mainspring which keeps the whole thing ticking.

Pioneer Haulage did, in fact, exist before the war. It was (as it still is) virtually a family business. But I inferred from what Derek told me that before he went off to the wars it was run along fairly quiet lines, fitting easily into the bucolic scene. But during the troubled years it almost faded out of the scene altogether. Derek was in due course demobilised and, returning to his native lanes, found only two lorries remaining to the business and its premises requisitioned. It was a daunting prospect: all to do and little to do it with.

## Bird's Eye View

# Passing On An Increase

A STAID and respectable national newspaper told its readers after last week's Budget, that an increase in excise licence charges for goods vehicles would result in haulage rates going up. They quoted the quite justifiable anger of Mr. G. K. Newman, the R.H.A. secretary-general, who said the increases would inevitably add to the costs of trade and industry. Now I, at the moment, feel slightly cynical on the subject of rates. Remember the 10 per cent. increase last year?

I did a little arithmetic. The extra cost involved for a 7-tonner is £7 a year, less than 3s. a week. At an average of 600 miles a week, it is 0.06d. per mile. Now I am not for a moment suggesting that hauliers should tamely accept higher costs, particularly of this nature. Nor am I suggesting they would be wrong, if they so chose, to try to pass the extra costs on as rates increases.

What I am suggesting is that a lot of people, both hauliers and customers, are now very cynical about rates increases as a result of last year's unfortunate lack of cohesion among hauliers and failure to back the R.H.A. once the decision (right or wrong) had been made.

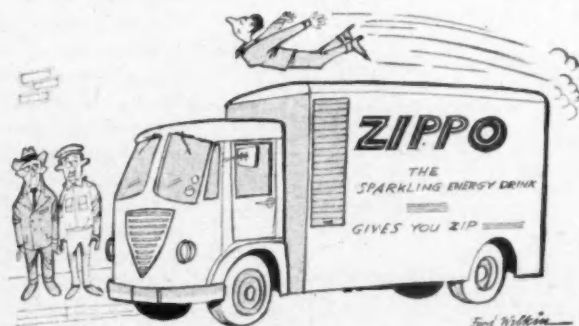
## Fire Engines Everywhere

THIS seems to have been my week for fire engines, not a subject I normally have much to do with. First, on my way to the office I narrowly avoided tangling with one bent on an urgent business call. Then I saw, among the old-stagers

which took part in the historic vehicle rally from London to Brighton (as part of the Brighton Coach Rally), Mr. R. B. Brittain, of Essex Carriers, and his magnificent old fire engine. In fact, it headed the parade through Brighton.

Then finally, from my old friends Lesney Products, I received a superb model of a Shand Mason horse-drawn engine, built in 1905 for Hythe, Kent, Fire Brigade and still in working order today.

I'm now keeping a very wary eye on my waste-paper basket!



"Hello, he's been at the load again!"



# Good



An explosive contrast—Mr. Derek Good.

Of course, that was before the nationalization and denationalization of the later 1940s. A man could try to set himself up in business, if he'd a mind to; given sufficient persistence and acumen he might succeed, what's more. So, during the first few months, after he laid aside his uniform, Derek was a human volcano—energy bursting out all over. Premises had to be wrested from the firm grasp of officialdom. Vehicles must somehow be procured

and staff recruited. Business was somewhere to be had, and it was for Derek to find out where.

The outcome of his activities is well-known to his colleagues at the Road Haulage Association. Today, Pioneer Haulage, of Beer, Devon, operate 18 vehicles and do business in wide areas of the West Country. From Bristol, for instance, they carry fruit and other commodities daily to Plymouth. Goods are distributed over five counties from the company's own warehouses in quiet little Beer. Derek's set-up is in fact a major distributing and warehousing centre. Under his roofs are maintained stocks of refrigerators, 500 tons of grain, conveyors, products of May and Baker—a miscellaneous and heterogeneous mass of products which Pioneer Haulage vehicles distribute for their customers as required. Here, therefore, is a business which requires much more than ordinary road haulage techniques. Inventories must be checked, storage must be appropriate to the categories of goods, and carriage must be available immediately on demand.

In addition, Derek Good runs C. R. Good and Sons. He is in the motor trade as a Ford dealer. Derek drives (I believe) a Zephyr; but I dare not divulge his record elapsed time for a trip from Beer to London. I will, however, hint that I am glad I was not with him! As I said, he loves to pop about quickly.

## Bright Sidelight

It is a bright sidelight on his character that he was instrumental in forming South Western Traffics, Ltd., an association of some 30 hauliers. Their function is to handle members' surplus traffic and capacity in order to avoid uneconomic journeys and so on. The association's offices are situated in Exeter, Plymouth and Bodmin. Derek Good's own description of this exercise in co-operation is that it was a "Clearing House" with a difference.

It is a fine thing for the industry that busy executives are willing to give up a great deal of their time to association work of one kind or another. Derek is one of those and is rightly proud of his connection with the Road Haulage Association. It was some two years after he began the tough task of re-establishing his business that he looked around and took notice of what was going on in other sectors in the industry. His first contact with wider aspects was made in 1947 when he was elected to the area committee of the Road Haulage Association. The high esteem in which he was held in his area led to his appointment as representative for Devon and Cornwall on the national council. Now he is national vice-chairman and chairman of the Devon and Cornwall area, the Honiton sub-area, and is active in the National Road Transport Federation, of which he is this year chairman.

"If anybody wants an indication of how democratic our industry is, all he needs to do is to take a look at me," Derek said. "After all, I was a very minor chap in road haulage, yet the big boys gave me a welcome to the Association's councils just as though Pioneer Haulage were among the giants."

He is utterly convinced of the high value of the Road Haulage Association's work, not only for the 17,000 hauliers it represents but for other aspects of road transport, too. It is this conviction that causes him to speed so frequently on the road leading from Devonshire to London, and to sacrifice so much of his productive working time to the cause.

Any spare time?—I asked him. It appears that he does enjoy some. Then it is his great delight to watch all kinds of sport. It would have to be very urgent business that kept him away from Twickenham on a big match Saturday.

But I'm prepared to wager that he doesn't sit (or stand) still much of the time!

H.C.  
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## By The Hawk

### Dropped—One Brick

I HAVE been subjected to a great deal of tail-pulling this last week or so—and quite justly. I wrote about an orderly and very fine-looking convoy of brick lorries I had seen whilst moving at high speed along M1 a few weeks ago. I said, quite correctly, that they were orange-coloured. I also said, quite incorrectly, that they were London Brick lorries.

A surprising number of people spotted my mistake—among them, of course, Mr P. J. Authers, transport manager of Marston Valley Brick Co., Ltd., whose lorries they really were. My thanks to everyone who realized I couldn't tell the difference between orange and red (the London Brick livery).

My face is now red—brick red, if you see what I mean.

### Take Your Pick

RECENTLY the Editor of *The Commercial Motor* saw fit to deplore, in his leading article, the fact that busmen and goods vehicle operators are not following the same paths in approaching traffic congestion cures and palliatives. Now I don't always agree with my chief, but I did on this occasion.

Now I see, in the Public Transport Association's annual report, that the P.T.A. has "advised the Ministry that they are in favour of extension of the clearways experiment, especially for routes served by public service vehicles" (my italics).

How much more statesmanlike is the view of the Traders Road Transport Association London and Home Counties Division (which arrived in the same post as the P.T.A. report) that all commercial work by vehicles, "whether car, lorry, van or bus," is of "supreme importance."

## Opposition to Excise Licence Increases

From our Political Correspondent

THOUGH the proposed increases in vehicle excise duty have so far been eclipsed by the more spectacular items in the Budget, they will be stoutly opposed during the weeks to come.

Anxious as they are to see more goods diverted from road to rail, Opposition M.P.s are, however, concerned about the possibility that the extra costs will lead to all-round price rises.

During last week's debate, Mr. Anthony Barber, Economic Secretary to the Treasury, took the most comprehensive Ministerial look at the vehicle duties. "In present-day conditions, if one sets the cost of the licence alongside all the other costs—the cost of the vehicle, maintenance, insurance, fuel, wages of the driver, and so on—it is clearly a very small element in the total cost of operation," he declared.

"Even so it has been said that the increased licence duty on commercial vehicles will add marginally to the general costs of the wide range of goods and services. That is not necessarily to condemn it as a way of raising revenue."

## Take a Bow

ADDRESSING the annual meeting of the Society of Motor Manufacturers and Traders last week, the Hon. Geoffrey Roote, the Society's president, after referring to the setbacks in the car industry during 1960, said: "There were no such reservations to apply to the record achievements of the commercial vehicle side of the industry, the range of whose products continued to meet a growing demand both at home and abroad, and in the calendar year contributed more than £100m. to our export earnings. The British commercial vehicle industry, in fact, is the largest exporter among European producers."

## M.P.s Split Over Road Tolls Idea

FROM OUR PARLIAMENTARY CORRESPONDENT

MANY M.P.s are plainly dissatisfied with the Government's road tolls decision. Those who see in the system a useful way of raising money for the road-building programme are disappointed that tolls are not to be imposed on the five major motorway projects already planned.

Their opponents, who believe that the road user is already paying enough, are disturbed that tolls are to continue on some tunnels and bridges, and at the possibility that they will be applied to motorways built later on.

When he announced the Government's conclusion in the Commons last week, Mr. Marples had a cool reception from his own supporters—and a very critical one from the Opposition.

Agreeing that opinion on tolls was fairly equally divided, Mr. Marples said it was not possible to impose them on the

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## Dent's Win Revocation Appeal for 15 Vehicles

THE decision of the Northern Licensing Authority, Mr. J. A. T. Hanlon, to revoke the 15-vehicle A licence of Dent's Transport (Spenny-moor), Ltd., of Tudhoe Colliery, County Durham, was reversed, on appeal, by the Transport Tribunal in London on Monday.

Sir Hubert Hull, president, who said that clearly there must be some penalty, ruled that the licence for 15 vehicles would be granted. Only 10 of these, however, would be authorized to operate at once, the remaining five being suspended for three months.

The order would not become effective for 14 days so that the company could continue to run the vehicles under the old licence during that time.

Sir Hubert said the Tribunal's reasons for their decision would be given later.

Mr. T. H. Campbell Wardlaw, for Dent's, referred to a number of convictions against the company which were considered by the Authority. Between September, 1955, and April, 1959, there were seven convictions for breaches of the Construction and Use Regulations. But there were no convictions after April, 1959, for using a vehicle in any form of dangerous condition.

So far as Road Traffic Act offences were concerned, there were 32 in five years—17 in respect of records, 13 maintenance offences, one for using a B-licensed vehicle outside its prescribed radius, and one for using an unauthorized vehicle.

Quite manifestly there had been an improvement in the position so far as convictions for the condition of the vehicles had been concerned, said Mr. Campbell Wardlaw.

Since April, 1959, although the record of the fleet of 22 vehicles was not one of which an undertaking could be proud, at least it was one of which they need not be ashamed.

Sir Hubert Hull pointed out that since the beginning of 1959 the only serious conviction in respect of the condition of a vehicle was one for having a van in a dangerous condition.

Mr. Campbell Wardlaw said that so far as the records offences went, there were 14 cases in 1959 and 1960, all in respect of drivers failing to keep their records properly. There had not been the control over drivers which should have been exercised and obviously tighter control was called for.

But it had to be remembered that basically this was a long distance haulage undertaking and, once a driver left the premises, his employer had no control over the compilation of the drivers' records.

Of the various "prohibition" notices served in respect of the company, he pointed out that there were only seven "immediate" prohibitions in 4½ years. Four of these related to B licence vehicles, whereas this appeal related to an A licence.

The Authority, in his decision, had said the convictions concerning condition of vehicles involved an element of danger and running these vehicles was a form of cheating the haulage industry, cheating those people who did maintain their vehicles properly.

### Improving Fleet

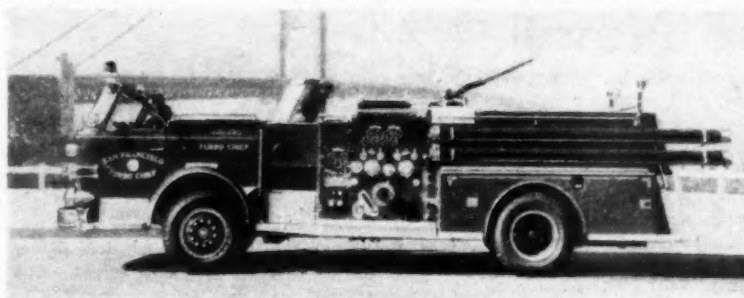
Mr. Campbell Wardlaw pointed out that Mr. Dent had said at the inquiry that his business had begun with old vehicles and they had been working, as far as they could, to bring the fleet up to a state of perfection.

The unauthorized use of a vehicle, which the Authority described as "a flagrant breach of the law," was due to mistakes because variations of licences and temporary substitutions had been applied for.

A restricted licence which had been suggested by the Authority, confining vehicles to Northumberland, Durham and North Riding, would be no use whatever to the company. The business with a gross turnover of more than £50,000 involved bringing long distance goods to the North East where they were split into smaller loads.

The company had done a number of things wrong, but these had not been done wilfully, flagrantly or defiantly.

"I would ask you to say that the revocation of this substantial undertaking, representing indeed the whole life work of Mr. John Harry Dent, the managing director, is a gross excessive penalty to impose," added Mr. Campbell Wardlaw.



The world's first gas turbine-powered fire engine.

## Gas Turbine in Fire Appliance

**E**XCELLENT starting, acceleration and hill-climbing are reported for the world's first gas turbine-powered fire engine which is now in operation with San Francisco Fire Department. The appliance was manufactured by the American LaFrance Corporation of Elmira, N.Y., and the power unit is a 330 s.h.p. Boeing gas turbine.

This unit provides a high torque at low speeds and, as a result, improved acceleration and hill-climbing. During tests with the 14½-ton vehicle, the time for a full power acceleration from a standstill to 45 m.p.h. was 26 seconds. On another test, the time for full power acceleration from 0-50 m.p.h. was 45 seconds including starting up the turbine.

A 1,000 g.p.m. pumping unit is the main equipment of the fire appliance. This is driven by the Boeing power unit through gearing.

Main advantage in using a gas turbine power unit for a fire appliance is that no warming-up is required before full power can be obtained. It is claimed, in addition, that the Boeing unit is easy to maintain and that it can be stripped down and rebuilt in eight hours.

### BRITISH DODGE EXPORTS UP

**E**XPORTS of commercial vehicles and components by Dodge Brothers (Britain), Ltd., during 1960, were worth £5,800,000. Mr. Wendell S. Clough, the company's managing director, said that this total represented a "substantial" increase over 1959 for exports of British-built Dodge, Fargo and De Soto trucks in built-up and knocked-down form as well as individual vehicle components.

## Mr. Hanlon Criticizes Hauliers for Not Objecting to Applications

**"I**F the haulage industry cannot be bothered to look after its own affairs, in the traffic courts and come forward to see what is going on, it may well be that they are not affected by the entry of newcomers into the industry," said Mr. J. A. T. Hanlon, the Northern Licensing Authority, giving a decision in an application by S. N. Snowdon, of Carlisle, at Carlisle on Monday. Snowdon's application to convert two contract-licensed vehicles to a new B licence was refused.

For the applicant, Mr. G. Robson said that Mr. Snowdon had operated the vehicles under contract to Scottish Agricultural Industries, Ltd., for about four years. He had found that, because of the seasonal nature of the business, the vehicles could well be employed carrying road and building materials, timber and lime, and he was asking for this normal user to be applied for carriage over a radius of 120 miles of Carlisle.

Mr. J. M. Timmons, for British Railways, the only objectors, submitted that the evidence did not come "within a mile" of justifying two vehicles on a B licence. The figures of earnings—£5,000 for two vehicles—in a year were very reasonable.

Mr. Hanlon said that the fact that there were no objections from road hauliers was not of itself a reason why an application should automatically be granted. British Railways could not be expected always to "hold the fort."

Whether the motto of the industry was "Free for All," and they did not care how many A and B licences were transferred from contract licences, he did not know. "All I can say is that they (independent hauliers) are conspicuous by their absence," he added.

### LEYLAND TAKE-OVER S.T.I.

**T**HE offer of Leyland Motors Ltd., to acquire the issued capital of Standard-Triumph International, Ltd., has now been accepted by the required majority of Standard-Triumph shareholders.

Valid acceptances have been received in respect of over 90 per cent. of both the 5½ per cent. Cumulative Preference Shares and Ordinary Stock.

### NEW TRIBUNAL MEMBER

**M**R. J. R. C. SAMUEL-GIBBON has been appointed a member of the Special Panel of the Transport Tribunal in succession to Mr. N. L. C. Macaskie.

### £290,000 A.E.C. Order for South Africa

**A**N order for A.E.C. chassis worth almost £290,000 has been placed by A.E.C. (S.A.), Ltd. More than 60 chassis are involved, including 27 bonneted "Mammoth Major" six-wheelers, 11 forward-control "Mammoth Major" six-wheelers, and 40 bonneted "Mammoth" four-wheelers. All are to be powered by 11.3-litre oil engines.

The balance of the order is for passenger chassis, including eight "Regal" Mk. IV single-decker bus chassis.

## Bus Pay: Municipal Settlement

FROM OUR INDUSTRIAL CORRESPONDENT

**T**HE first half of the dispute over pay and conditions of 170,000 provincial busmen was settled unexpectedly quickly last week. Only a week after it finished its hearings, the board of arbitration under the chairmanship of Sir Ronald Morison, Q.C., announced its findings for the 70,000 men and women employed in municipal undertakings.

It awarded an increase of 11s. a week, starting with the first full pay period following April 13. The increase applies to drivers and conductors, as well as to semi-skilled and unskilled maintenance men, with proportionate increases for juveniles.

The award was far short of the unions' claim of about 25s. to bring them into line with London Transport's country bus services. But against that the employers had felt unable to make any offer at all. The unions had also asked for improved conditions.

Here the board found that the claim for a seven-hour day had not been established and it also decided against time and a half for Saturday working. On the claim for extra pay for early and late duties, the board decided to make no award.

The board's findings are not binding on either side. But it is expected that they will be accepted by both sides when they meet during the week.

It now seems that the 100,000 employees in private undertakings can look forward to a similar pay rise, as their claim, also due to go to arbitration, is almost identical to that of the municipal employees.

Another increase in bus fares all over the country is inevitable as a result of the latest pay award. Total cost of the award in Edinburgh is likely to be about £200,000 a year, in Glasgow £240,000, and in Birmingham between £400,000 and £500,000.



## Men in the News

MR. A. E. SEARLE has been elected chairman of the London Division of the Industrial Transport Association and MR. H. E. C. YOUNG has been elected honorary treasurer. They are manager and assistant manager respectively of the Transport and Depot Stocks Department of Castrol, Ltd.

MR. ARTHUR HOSKER, production manager of the headquarters factories of Leyland Motors, Ltd., since 1951, has been appointed works manager of these factories. MR. F. BULLOUGH has been appointed factory manager of Spurrier Works, one of the Lancashire factories of Leyland Motors, Ltd.

MR. SYLVESTER G. GATES, chairman of Tecalemit, Ltd., has left for a visit to Sierra Leone, which this week became an independent state. Mr. Gates, as chairman of the Bank of West Africa, is taking part in the celebrations. MR. T. R. HARDMAN, Tecalemit sales director, is

PROFESSOR A. BEACHAM has been appointed chairman of the Transport Users' Consultative Committee for Wales and Monmouthshire in place of the late Mr. R. G. M. Street.

MR. J. C. CHILDS has been appointed works manager of Sheepbridge Stokes, Ltd., Chesterfield. Mr. Childs was previously methods engineer with Sheepbridge Alloy Castings, Ltd.

MR. T. H. SUMMERSON has been reappointed a part-time member of the British Transport Commission until April 30, 1962. Mr. Summermon is chairman of the North-Eastern Area Board of the B.T.C.

MR. J. C. CRUICKSHANK, who has been in charge of small tool production for Leslie Hartridge, Ltd., since 1955, has been appointed company secretary. MR. R. S. EMERSON has been appointed engineer-designer, Test Rigs Division.



Mr. O. E. R. Davies.

DR. T. U. MATTHEW has been appointed Director Manufacturing, Massey-Ferguson (United Kingdom), Ltd. Dr. Matthew is a member of the Institution of Mechanical Engineers and of the Institution of Production Engineers.

MR. CHRISTOPHER T. BRUNNER has been elected chairman of the council of the International Road Federation on the retirement of Sir Reginald Biddle. Mr. Brunner is a director of Shell-Mex and B.P., Ltd., and also of the National Benzole Co., Ltd., and of the Power Petroleum Co., Ltd.

MR. EDWARD FRASER, who has been a Northern area examiner for over 27 years, and one of the longest serving examiners of the Ministry of Transport, has been appointed senior traffic examiner to the North Western Traffic Area. He expects to take up his appointment in Chester within the next two weeks.

MR. ALAN DAWSON has been appointed truck sales manager, Car and Truck Domestic Sales Division, of Ford Motor Co., Ltd. He joined Ford of Dagenham in 1943 and spent several years in the company's Export Division. Three years ago he joined the Domestic Sales Division and subsequently held appointments as fleet sales representative and as area representative for Central London.

MR. GEORGE NOBLE, a director of Esso Petroleum Co., Ltd., retired on April 1. For the past 31 years he had held responsible positions in the Esso group of companies. At the Esso Refinery, Fawley, he was successively superintendent of technical services, assistant refinery superintendent and became refinery manager in 1947. In 1952 he became general manager (Refining) and in 1953 he was appointed a director.

### Obituary

WE record with deep regret the death of MR. E. G. ROWLEDGE, a director of The Pressed Steel Co., Ltd., and the senior director of the Prestcold division. He was 62. He had served the company for 27 years, and was chairman of the British Refrigeration Association.



Industrial Transport Association appointments for Castrol executives, Mr. H. E. C. Young (left) and Mr. A. E. Searle.

at the present moment in India, and MR. J. E. DRINKWATER, the production director, is on a visit to Canada and the U.S.A.

MR. O. E. R. DAVIES has been appointed manager, Trade Services, Tyre Replacement Division, of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., working from Wolverhampton. Mr. Davies joined Goodyear in 1948 and has worked as sales representative in the Norwich area until taking up his new appointment at Goodyear Head Office. MR. J. G. BOWMAN has been appointed district manager, Southern Division (Southampton District), of the Goodyear company.

MR. D. F. BALAAM takes over the post of London manager, W. P. Butterfield (Engineers), Ltd., from May 1, in succession to MR. J. C. DUDGEON who is retiring from active management but will still remain on the board. Mr. Balaam will be succeeded as London area technical representative by Mr. D. J. FAIRBRASS.

MR. D. J. MEREDITH has been appointed assistant district superintendent of Maidstone and District Motor Services' Medway Towns area in succession to MR. A. J. H. BAKER who recently became assistant traffic manager of the company. Mr. Meredith joined M. and D. last August after spending three years with Ribble Motor Services, Ltd.

### Forthcoming Events

May 1.—T.R.T.A. Annual Dinner, Grosvenor House, Park Lane.  
May 10-12.—Institute of Materials Handling, Second International Conference, Southampton.  
May 11-17.—International Union of Public Transport Congress, Copenhagen.  
May 16-18.—Public Transport Association Annual Conference, Eastbourne.  
May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference, Turnberry, Ayrshire.  
May 29-June 7.—Institute of Transport visit to Belgium.  
June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.  
June 12-15.—Vehicle Builders' and Repairs' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.  
June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.

September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.  
September 21-October 1.—Frankfurt Motor Show.  
October 5-15.—Paris Motor Show. (Cars only.)  
October 17-18.—Road Haulage Association Conference, Brighton.  
October 18-20.—Earls Court Motor Show.  
October 28-November 8.—Turin Motor Show.  
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.  
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.  
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

1962

May 29-June 1.—Institute of Transport Congress, Cardiff.



### Record-breaking

**COMMERCIAL** vehicle exports for the first quarter of 1961 reached the record level of 48,358, compared with 34,232 for the same quarter last year and 27,648 for the first three months of 1959.

Production of commercial vehicles for the first quarter of this year was also a record—119,745.

### Hands Off!

**TO** fasten on the commercial vehicle as the major scapegoat for traffic ills is wrong, states the traffic committee of the Traders' Road Transport Association, after considering reports of remarks attributed to a Ministry of Transport official in which he implied that loading and unloading bans were inevitable and likely to increase.

There can be little doubt, says the committee, that loading and unloading bans are now accepted Ministry policy. In the opinion of the committee there are more effective and less harmful measures of easing congestion: the extension of one-way streets, more no-waiting schemes, and parking meters.

### New London Bus Chief

**MR. FREDERICK J. LLOYD** is to succeed Mr. John B. Burnell as operating manager of London Transport's Central Road Services. Mr. Burnell retires on June 6 after 35 years with London Transport and 15 years as operating chief of London's red buses.

Mr. Michael J. McCoy has been appointed assistant operating manager, Central Road Services, as deputy to Mr. Lloyd.

### Noise Nuisance

**MR. JUSTICE PLOWMAN** in the High Court on Tuesday granted Mr. and Mrs. Josef Strahlberg, of The Crest, Hendon, N.W., an injunction restraining Lewis Cronshaw, Ltd., from cleaning, repairing or maintaining motor coaches at their garage or in the roadway at The Crest so as to cause nuisance by noise to Mr. and Mrs. Strahlberg between 9 p.m. and 7 a.m.

The judge suspended the operation of the injunction for a month to enable the company to take remedial steps. He awarded Mr. and Mrs. Strahlberg £100 damages and costs.

### NO TO MIDLAND "RED"

**A**N application by the Midland "Red" company to run an express service from Birmingham to London Airport to provide facilities for Continental tours operated by the American Express Co., was refused by the West Midland Traffic Commissioners on Tuesday on the grounds of lack of evidence of public demand.

One public witness gave evidence in support.

## Oswald's Were "Too Ambitious"

**"I** AM impressed with the revenue figure of the applicant, but I feel their application is too ambitious," said Mr. W. F. Quin, the Scottish Licensing Authority at Glasgow last Friday when Oswald Transport Co., Ltd., Ayr, applied for eight articulated units on A licence. Mr. Quin granted licences for two outfits. At present the company has A licences for 18 vehicles based at Ayr and operate a further 11 vehicles from bases in England. Mr. David J. Macoustra, secretary and accountant of the company, showed that their earnings had increased considerably in the period 1959 to 1960. Most of the increase had come from the Scottish Tamping and Engineering Co. This amounted to £16,164. Asked if the pressure of work was assigned to the Scottish Traffic Area, Mr. Macoustra maintained that 100 per cent. of the sub-contract was carried out in Scotland.

They were finding it extremely difficult to find suitable sub-contractors.

### Maidstone Lorry Driver Round

**An eliminating round for the Lorry Driver of the Year title is to be held in Maidstone, Kent, this year for the first time. It will take place in the Royal Engineers Barracks, Invicta Lines, Maidstone, on July 23. Closing date for entries is June 9.**

Particulars may be obtained from the organizing secretary, Lt.-Col. B. A. Somerville, County Road Safety Officer, County Hall, Maidstone. It is requested that applications for entry forms be made to him by May 20.

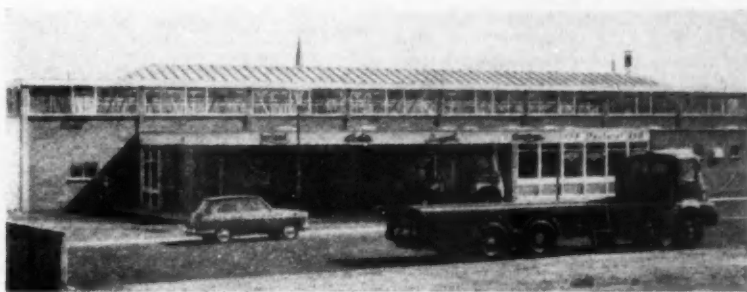
### New Watts Service Depot Opened

**OFFICIALLY** opened on Tuesday by Sir Henry Spurrier, chairman of Leyland Motors, Ltd., the new Mercia Road, Gloucester, premises of Watts (Factors), Ltd., and Watts Tyre and Rubber Co., Ltd., will be run in close liaison with the engine and vehicle maintenance workshop of the Watts group of companies in Lydney, and the concern's tyre remoulding and manufacturing plant. The Watts concern have been distributors of Leyland and Albion vehicles for many years and in his speech Sir Henry Spurrier emphasized that the Gloucester project was developed with the full co-operation of his company.

Operated by separate managements,

the two Gloucester companies are based on the same building, and will provide a 24-hour tyre and vehicle-breakdown service from Haverfordwest in South Wales across to Northleach in Gloucestershire.

Specialists in Vacu-lug rebuilding of bar-type industrial and agricultural tyres, the Watts Tyre and Rubber Co. will shortly start manufacture of Mitco industrial tyres under licence to an American company. These are of the laminated type and combine the advantages of pneumatic and solid construction for relatively low-speed vehicles. No air is used, and punctures are therefore eliminated.



The new Watts of Lydney premises in Mercia Road, Gloucester.

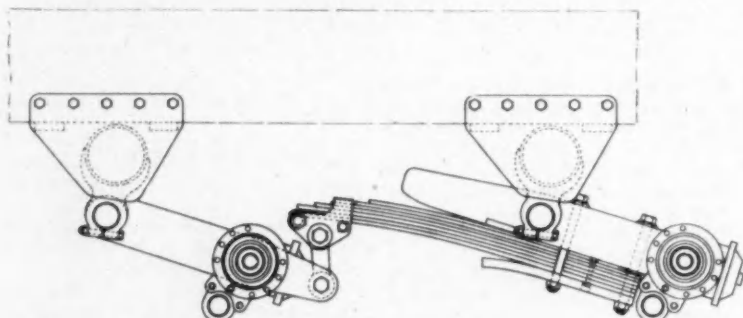
## Cranes Modify Bogie Suspension

A NEW type of trailing-arm bogie suspension has been developed by Cranes (Dereham), Ltd., for their 16-ton semi-trailers. The new system supersedes the present type, essential differences in the new design being that the bearings are carried in the radius arms, instead of there being journals on the arms, with the bearings in brackets. The radius arms themselves are more robust and the box section has been made wider to give added resistance to side thrust.

Ferrobestos bushes and thrust washers are used instead of self-aligning bearings and hardened bushes and pins. Not only does this arrangement eliminate the need for lubrication, but it is claimed also to damp down wheel movement, thereby dispensing with the need for suspension dampers.

There is a through cross-shaft the full width of the chassis frame, and this is supported by three brackets, whilst the rear radius arms are continued forward of the pivots and clamped to the springs with specially shaped extension pieces which rest on the springs to give a progressive action, taking effect on both bogie axles.

Two types of brake are offered with this new bogie. Both are 15½-in. by 6-in. assemblies, the choice lying between Girling wedge-action equipment and Rubery Owen S-cam units, the two different types being interchangeable. Air-pressure actuation is employed with either type of brake. Tyres ranging from 8.25-20-in. to 11.00-20-in. can be installed without any modification and without changing the standard 5-ft. 8-in. track.



This drawing indicates the layout of the new Cranes bogie suspension, showing the new pivot and spring-connection arrangement.

## Transport — A Political Pawn

FOR too long transport has been a political issue and there was a tendency in certain quarters to forget that it was the lifeline of the country. Mr. E. A. Betteley, chairman of the West Midland division of the Traders' Road Transport Association, said this at the annual dinner of the West Midland area of the Road Haulage Association at Birmingham last week.

Transport had been unduly penalized, and any suggestion of additional taxation must be strongly resisted. West Germany was said to be spending £1,600m. on next year's road programmes, which made our own expenditure seem absurd.

Mr. J. B. Mitchell, national chairman of the R.H.A., also referring to road expenditure, said the Government's attitude was parsimonious and there would be the strongest possible opposition to any system of tolls.

### NEW INDIAN BEARING COMPANY

A NEW company, to be known as The Associated Bearing Co., Ltd., has been formed in India by the Skefko Ball Bearing Co., Ltd. Manufacture is planned to commence towards the end of 1962 and when in full production the plant, situated at Poona, will employ approximately 700 people.

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## Registrations Drop Back

NEW registrations of vehicles other than cars and motorcycles were a little lower in February, at 24,760, than in January, at 27,184. Details appear in the accompanying table.

At the end of last November, approximately 1,347,600 goods vehicles were licensed, compared with 1,289,300 in November, 1959. Numbers of hackney vehicles, including trams, dropped slightly from 86,900 to 86,000 in the same period.

NEW REGISTRATIONS—FEBRUARY, 1961

Type	Petrol	Oil	Electric	Feb.	Jan.—Feb.
Hackneys	46	446	—	492	1,037
Goods:					
Agricultural	325	127	—	452	1,031
Showmen's	—	16	—	16	29
Local Authorities (watering and cleansing)	—	2	—	5	18
Tower wagons	3	—	—	—	—
Other goods	12,335	5,588	149	18,072	38,289
Total Goods	12,663	5,733	149	18,545	39,367
Exempt vehicles	753	373	38	1,164	2,259
Tractors	1	30	—	31	66
Agricultural engines (£2 class)	37	4,485	6	4,528	9,215
Grand Totals	13,500	11,067	193	24,760	51,944

## French and German Manufacturers Join

UNDER an agreement just completed, Henschel, the German vehicle manufacturers, and Saviem, heavy-vehicle manufacturing subsidiary of the Régie Nationale des Usines Renault, are to co-operate closely on the research and construction of lorries, prime movers and passenger vehicles. The agreement is for 25 years, renewable at the end of that time.

It is said in a statement made following the agreement that Henschel and Saviem are to complement each other's range of vehicles and that operators of vehicles made by them will be able to use the service organizations of both concerns.

In 1960, Saviem manufactured 5,000 vehicles, whilst current production of commercial vehicles by Henschel is at the rate of 7,000 per year.

## Peace Charter for Motor Industry

From Our Industrial Correspondent

A "peace charter," which it is hoped will usher in a new era of better, strike-free relations in the motor manufacturing industry, was signed by employers and union leaders at the Ministry of Labour last week.

But Mr. John Hare, Minister of Labour, who presided over the series of talks which led up to it, warned: "It is not a matter on which spectacular results will be seen overnight. It is a long-term operation."

The emphasis in the document is on removing friction on the shop floor. And to this end one suggestion is that both shop stewards and foremen should be sent back to school—in working time and on full pay—to learn more about industrial relations.

But not all unions are keen on the idea. Several maintain that they don't want their shop stewards trained by the bosses.

Mr. Hare is to call another meeting in six to nine months' time.

## Black Isle Appeal Adjourned

AN appeal by the Black Isle (Transport), Ltd., to the Transport Tribunal in Edinburgh was adjourned so that the Tribunal might have an opportunity of studying information relating to the rates for haulage of potatoes by rail.

The appeal was against the decision of the Scottish Deputy Licensing Authority to refuse an A licence.

A subsidiary company, Munro Mitchell and Co., Ltd., wanted to have their goods carried by Black Isle and it was claimed that the Licensing Authority had misdirected himself in law regarding the unity of the two companies.

Giving the Tribunal's decision, the chairman, Sir Hubert Hull, said Black Isle wanted to carry agricultural produce for Munro Mitchell and Co., Ltd., and the district in which the vehicle would operate was described as "as required."



The Old Oak Motor Co., Ltd., Enfield, Middlesex, supplied this Renault Estafette high-roof 10/12-cwt. van to Whitbread and Co., Ltd., who are operating it in the Cambridge area. The vehicle was painted by the suppliers and is fitted with a ladder rack; the raised roof gives a clear 6 ft. headroom inside the body.

Presumably the Black Isle company knew that there was no bar to their getting a licence to supply the needs of a sister company.

To say they wanted to apply for a licence to carry goods and to say they could tell all about the goods because an associated company had carried them, was a perfectly good ground for an application. In the absence of suitable alternative facilities it was obvious that as the law now stood the licence would be granted.

"The Licensing Authority," continued Sir Hubert, "unfortunately decided against the appellants on the ground which is at present unsustainable, namely, that the two companies were too closely associated to handle traffic indulged in that way."

Subject to one point, the Tribunal thought the appellants were perfectly right that they were entitled to an A licence if it were absolutely certain that there were no equally suitable transport facilities available for the carriage of potatoes. The evidence, however, did not give comparison of the alternative facilities—namely, British Railways.

## Aberdeen Haulier's Appeal Dismissed

THE Transport Tribunal sitting in Edinburgh under the chairmanship of Sir Hubert Hull, last week dismissed an appeal by Charles Alexander and Partners (Transport), Ltd., Aberdeen, against a decision of the Scottish Deputy Licensing Authority.

Alexander's had applied to the Authority for an addition to their A fleet of 10 articulated units and seven rigid vehicles. The Authority granted six articulated units and five rigid.

Cross-appeals from the British Transport Commission and Barrack and Sons, Ltd., and others, were also put before the Tribunal.

Giving the Tribunal's decision to grant to Alexander's three articulated units and five rigid vehicles, Sir Hubert said they had been swayed by the very

impressive argument on behalf of the B.T.C. and other appellants.

The Licensing Authority had said, in effect, that one had to have regard to three considerations—what was known about Alexander's customers; what was known about the alleged strain on the Alexander fleet by reason of their withdrawal for maintenance and repair; and the fact that Alexander's were finding it necessary and useful to carry a great deal of their fish in containers rather than on open lorries.

The Licensing Authority had said they had disregarded the customer's evidence.

"The conclusion to which we have come," said Sir Hubert, "is that the Licensing Authority was wrong in disregarding entirely the customer's evidence. We think it is plain that to some extent the customers were not getting all the services they would get if Mr. Alexander had more vehicles at his regular and immediate disposal."

## Silver Anniversary

NEARLY 300 guests representing almost all sections of the motor industry attended a dinner at Kingston, Surrey, on Wednesday, to celebrate the 25th anniversary of tyre specialists Ralph Dark, of Kingston, Surrey.

The Ralph Dark building, with its modern lines and impressive tower, is as well known in Surrey as the tyre and battery service the company have built up from modest beginnings 25 years ago.

Through all these years, service has been the keynote of the firm's success, and at Wednesday's dinner many Surrey operators paid tribute to the service provided by the Ralph Dark organization.

## New Transport Companies

**Terry Tozer, Ltd.**, Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

**D. and N. Morgan Transport (Cardiff), Ltd.**, Cap. £1,000. Dirs.: H. D. Morgan, 8 Coronation Drive, Lydham, Bishop's Castle, Salop. Sec.: Mrs. I. F. Coxall. Reg. office: Church Street, Bishop's Castle.

**Horrell Transport, Ltd.**, Cap. £5,000. Dirs.: C. J. Horrell and Mrs. J. Horrell, Casmia, Laburnum Road, Aller, Newton Abbot. Sec.: J. Horrell. Reg. office: Newton Road, Kingstington, Newton Abbot.

**William Howells and Sons, Ltd.**, Cap. £1,000. Dirs.: W. T. Howells and A. M. Howells, 29 Cimla Crescent, Neath. Sec.: A. M. Howells. Reg. office: 113 Walter Road, Swansea, Glam.

**Fitchett's Removal Services, Ltd.**, Cap. £5,000. Dirs.: A. Fitchett and Mrs. A. J. Fitchett, Friarsgate, Queens Drive, Fulwood, Preston. Sec.: A. Fitchett. Reg. office: 44 Corporation Street, Preston.

**Hatfield Meat Services, Ltd.**, Cap. £100. Dirs.: F. C. Lee and G. G. Lee, 94 Cherry Way, Hatfield. Sec.: T. J. Miller. Reg. office: 94 Cherry Way, Hatfield.

**A. F. Hollingsworth, Ltd.**, Cap. £100. Subs.: D. MacKay, 28 William Street, Crosland Moor, Huddersfield. J. M. Carter, 46 Benomley Road, Almondbury, Huddersfield.

**E. C. Felgate, Ltd.**, Cap. £2,000. Dirs.: E. C. Felgate and E. C. Felgate, Jr., 15 Whalebone Avenue, Chadwell Heath. Sec.: E. M. Felgate. Reg. office: 12 Hainault Road, Chadwell Heath.

**Ron Holgate (Stock Transport), Ltd.**, Cap. £8,000. Dirs.: R. Holgate, Stanley View, Osbalwick. Reg. office: Stanley View, Osbalwick.

**Smiths of Lye (Transport), Ltd.**, Cap. £3,000. Dirs.: G. W. Smith, I. L. Woods, Bott Lane Garage, Lye, Wores. Reg. office: Bott Lane, Lye, Stourbridge, Wores.

**Dargot, Ltd.**, Cap. £100. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, W.C.2.

**T. A. Bulmer (Transport), Ltd.**, Cap. £5,000. Dirs.: S. T. Bulmer, Roseberry Cottage, Newton under Roseberry, Yorks. P. M. Bulmer, 29 Rockwood Road, Nunthorpe, Middlesbrough. Sec.: H. Platts. Reg. office: Queens Square, Middlesbrough.

**Daimin, Ltd.**, Cap. £100. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, London, W.C.2.

**Galley's Coaches, Ltd.**, Cap. £1,000. Dirs.: R. Armstrong and M. Armstrong, 86 Fenham Hall Drive, Newcastle upon Tyne. Sec.: E. Dunn. Reg. office: 11 Finkle Street, Newcastle upon Tyne.

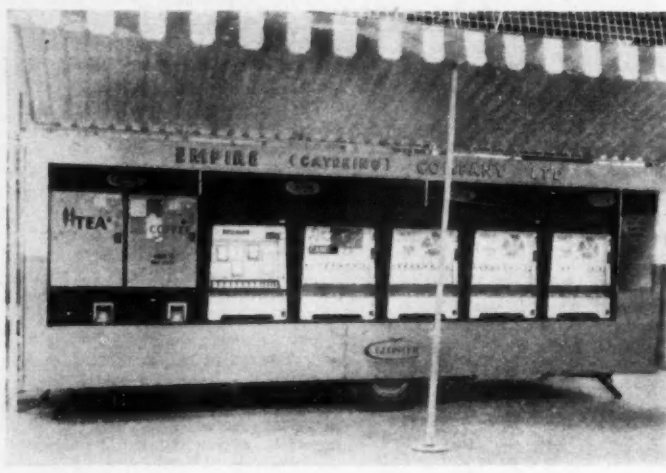
**J. W. Edwards Haulage Co., Ltd.**, Cap. £100. Dirs.: J. W. Edwards, 72 Faraday Street, London, S.E.17. E. Edwards and S. V. Edwards, Sec.: A. Honey. Reg. office: 72 Faraday Street, London, S.E.17.

**Ridgewell Transport, Ltd.**, Cap. £5,000. Dirs.: H. A. Ridgewell, Mrs. H. A. Ridgewell, Stavacre, Stoney Corner, Longfield Avenue, Meopham, near Gravesend and A. C. Ridgewell, Rose Cottage, Dawns Road, Northfleet, Kent. Sec.: H. A. Ridgewell. Reg. office: All Saints Road Garage, All Saints Road, Northfleet, Kent.

**Gallean Enterprises, Ltd.**, Cap. £1,000. Dirs.: P. E. Armstrong, 124 Broadway, Dunstable, Beds., and H. T. R. Pabst, 36 Manor Field Road, Old Stratford, Wolverton, Bucks. Sec.: C. R. Hawkins. Reg. office: 25 Waterside, Brightonsea, Essex.



## Automatic Cafeteria Trailer



A big success at the recent Goodwood meeting.

**A** TRAILER incorporating seven Gloster vending machines has recently been placed in service by the Empire (Catering) Co., Ltd., James Street, London, W.1. The unit is known as an Automatic Cafeteria, and the equipment was installed by Gloster Equipment, Ltd., of Hucclecote, Gloucester.

The unit is based on a Rollalong trailer which has been in service with the Empire (Catering) Co., Ltd., as a

normal cafeteria. The vending machines supply tea, coffee, cigarettes, sweets, pastries and sandwiches, and when employed at a motor race meeting held at Goodwood recently the hot-beverage machines alone dispensed 800 cups of tea and 600 cups of coffee during the day. Over a six-hour period about £70 was taken, despite the Automatic Cafeteria being positioned next to a standard cafeteria operated by the same concern.

## Midland "Red" M1 Success

**T**HE considerable success of the Midland "Red" express services on M1 between Coventry-London and Birmingham-London, was referred to by Mr. John Spencer Wills, chairman of the company, at the annual meeting on Tuesday.

In the first year of the Birmingham-London service, 5,118 journeys were operated, 151,373 passengers were carried and 623,201 miles were run.

Seventy-nine of the D.9-type double-deck vehicles were now in service and the prototype of the D.10 started to operate in January. The vehicle-building programme now in progress included 100 single-deck buses of the S.14/S.15 type, and a further 33 C.5-type coaches.

"Unfortunately," said Mr. Wills, "all these vehicles still have to be built to the present maximum permitted dimensions of 30 ft. by 8 ft." He thought a decision about increasing the dimensions to 36 ft. by 8 ft. 2 in. was overdue.

The industry, he said, was also exasperated that there had still been no change in the speed limit of 30 m.p.h.; their motorway express service had shown very clearly that high speeds can be maintained with complete safety.

Mr. Wills also criticized the proposed new Road Traffic Bill, particularly the provisions relating to "technical" offences. He felt the Bill must be drastically altered.

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In 1960, Midland "Red" buses and coaches ran a total of 75,935,000 miles, approximately 1.05 per cent. more than in 1959; passengers carried totalled 370,683,000, approximately .008 per cent. less than in 1959.

### SPENNYMOOR BUS STATION

**T**HE Ministry of Transport have approved a £16,000 scheme by Spennymoor (Durham) U.D.C. for the construction of a new bus station.

**Net profit of B.E.T. Omnibus Services, Ltd.,** for the year ended March 31, 1961, after taxation, was £548,666, against £513,809 for the previous year. Final dividend is 5 per cent., making 8 per cent., tax free, for the year.

**Furniture Showroom:** A converted 1938 Leyland Titan TD5 double-decker has been sent to Northern Ireland by Leylux, Ltd., the Lancashire furniture manufacturers. The bus has been converted so that the upper and lower saloons can accommodate examples of chairs and settees.

**Ghana Order Completed:** The last two of 150 Leyland Worldmaster buses ordered by the Government of Ghana for its National Transport Board at a cost of over £900,000 were due to arrive in Takoradi on Tuesday. These buses have M.C.W. 46-seat bodies, although they regularly carry twice that number of passengers.

## Orders and Deliveries

**ANOTHER LEOPARD:** Ellen Smith (Tours), Ltd., Rochdale, have ordered another Leyland Leopard coach chassis.

**HAMPSHIRE EIGHTS:** J. H. Sparshatt and Sons, Ltd., Southampton, are to supply eight Leyland Octopus tippers to Hampshire County Council. They will have Sparshatt 13-cu.-yd. insulated bodies.

**INDIAN ENGINES:** Kirlskar Pneumatic Co., Ltd., Poona, have placed a repeat order with Ashok Leyland, Ltd., for O.350 oil engines. This latest order is for 200 units.

**EXPLOSIVE CHIEFTAINS:** I.C.I., Ltd., have ordered six Albion Chieftain vans for explosives haulage. A. C. Penman, Ltd., Dumfries, are to build the bodies.

**PERTH WORLDMASTERS:** A £70,000 contract for 20 Worldmaster buses has been gained by Leyland Motors, Ltd. The order has been placed by the Metropolitan Passenger Transport Trust, Perth, Western Australia, and the vehicles will have 125-b.h.p. engines and Pneumo-Cyclic four-speed gearboxes. Because of the heavy corrosive action Perth water has on aluminium, all engine-cooling components will be of cast iron.

**CHEMICAL TANKERS:** Two Leyland Octopus chemical tankers have been ordered by British Celanese, Ltd., Sponson. They will have five-compartment, 3,500-gal. stainless-steel tanks built by Andrews Bros. (Bristol), Ltd., Liverpool.

**DRINKA PINTA:** The Milk Marketing Board has ordered 22 Albion Clydesdale chassis worth £70,000. Six of these are

tractive units for use with 2,500-gal. tank semi-trailers, and the other chassis will be mounted with 1,750-gal. tanks for collecting milk in bulk from farms. Another new Albion milk tanker is that placed in service last week by the Aberdeen and District Milk Marketing Board. This, too, is engaged on bulk collection and has a Clydesdale chassis. The 1,750-gal. stainless-steel tank was built by W. P. Butterfield (Engineers), Ltd.

**DEMAND FOR NUBIANS:** The Australian Department of Civil Aviation has placed a repeat order for 10 Thornycroft "Nubian" 6 x 6 chassis which are to be the basis for fire crash tenders. Bodywork and equipment will be supplied by Wormald Bros. (Vic.) Pty., Ltd. Other orders for "Nubian" chassis are five for the British War Office, five for Shannon Airport, Eire, and five for the Iraqi Air Force. Recent deliveries of "Nubian" crash tenders include four to Kastrup Airport, Copenhagen, and 10 to the Danish Air Force.

## Micrograms . . .

**Business acquired:** J. Rawson and Sons, Ltd., Rootes main dealers of Mount Pleasant, Tunbridge Wells, have taken over the business of Tonbridge Motor Services, Ltd., Quarry Hill Parade, Tonbridge, Kent.

**Royal Visit to Avon:** The Duke of Edinburgh recently made a private visit to the Melksham factory of the Avon India Rubber Co., Ltd. During his 105-minute tour he saw the various stages of tyre building and was able to make a close inspection of finished tyres. The Duke showed a particular interest in the new Lug Grip tyre tested in the Middle East.

**Perkins Six 354:** The 8-ton forward-control Dodge tippers operated by Henry Streeter (Transport), Ltd., described on page 384 of the April 21 issue, are powered by Perkins Six 354 oil engines, not by Cummins units as stated.



## Bid For 14 Express and Tours Licences Fails

THE application by B. S. Williams, Ltd., Emsworth, for 14 new express and excursion licences from Portsmouth or Southsea which has stood adjourned since 1959 and which was brought to inquiry by the action of Mr. H. J. Thom, chairman of the South Eastern Traffic Commissioners, was refused out of hand at Chichester last week in the absence of evidence of need. Seeking an adjournment until the renewal of similar licences held by Southdown Motor Services, Ltd., Mr. M. E. F. Corley, for Williams, said the matter dated from July, 1959, when Southdown sought the transfer of these licences from a subsidiary, Triumph Coaches, Ltd., which company was formerly owned by Mr. B. S. Williams.

It was contended that Southdown had acquired an unfair advantage because irregular operation by various operators in 1951, '52 and '53 had led directly to Mr. Williams' loss of the Triumph licences. The South Eastern Traffic Commissioners then refused an adjournment until Williams' own application could be lodged and heard; the Southdown application was granted and upheld by the Minister on appeal.

### Not Abandoned Claim

Although the benefit had passed to Southdown, Mr. Williams had not abandoned his claim, as an operator of unremunerative services in the Midhurst area, to a share in these licences, and his application was left adjourned pending the Southdown renewals in November, 1961, and March, 1962, when they would again be pressed.

The present inquiry had been initiated by the Traffic Commissioners but it would save a vast amount of office work if the applications were allowed to lie until the renewal.

Mr. G. Duckworth, traffic manager, Southdown Motor Services, submitted it would be most improper to allow an application to stand on file for two years and then grant further adjournment. Williams was seeking to bolster his own application on Southdown's proof of need at the renewal.

Refusing the application, Mr. Thom said there was no evidence of need or suggestion that there would be; Williams' argument to justify a share in the traffic had been rejected previously and nothing had been added to justify a further adjournment.

### PROFIT CUT

EASTBOURNE transport department report a surplus for the year ended March 31, 1961, of £1,301, compared with a surplus of £3,170 for the previous year. Total mileage covered by the fleet was 1,509,511, and the number of passengers carried was 16,815,838.

### SIMPLE ECONOMICS

"It was shown to us today that in the first five years of bus operation, we shall save enough money to pay for the new vehicles needed to operate the service." This was said by Cllr. H. S. A. Ward, after a private meeting of Blackpool Town Council recently decided to take trams off one route next year.

## £264,050 Bus Order

THE 50 new Leyland double-deck buses ordered by Edinburgh transport department are to cost the undertaking £264,050—the chassis £2,820 each and the bodies £2,461 each. They will have heating and fluorescent lighting.

Mr. W. M. Little, the transport manager, says the introduction of heating and fluorescent lighting will add about £150 to the cost of each bus.

This latest order is the first phase of the replacement of between 150 and 200 buses which will take place in the next few years.

## Drive-yourself Tours to India

A CONVOY of six Land-Rover Dormobiles will leave this country in September, together with two Leyland Royal Tiger coaches, bound for India. This is the latest venture to be organized by Garrow-Fisher Tours (Kingston), Ltd., whose proprietor, Mr. Paddy Garrow-Fisher, began operating coach tours to India in 1957 with his second-hand coach "The Indianman."

After the first venture, it is planned for the Land-Rover convoys to operate alone. They will be accompanied by a service vehicle driven by a mechanic. The Land-Rovers will be designed to sleep four adults. Mr. Garrow-Fisher intends that the passengers (if they prove suitable to the tour leader) will drive themselves. The Land-Rovers will be hired to each group of passengers, who will pay approximately £165 each, sleeping in the vehicles.



*This A.E.C. Ranger with Marshall-Mulliner bodywork is one of 24 which are going into service with Karbala Transport Services, Iraq. The first was handed over some weeks ago, as earlier reported.*

## Premier Travel's Silver Jubilee

THE 25th anniversary of Premier Travel, Ltd., Cambridge, was celebrated last week when Mr. E. A. Lainson, chairman and managing director, his fellow directors, Mrs. Lainson and Mr. F. N. Matthews, entertained a distinguished gathering to a dinner at Cambridge.

Mr. W. P. S. Ormond, chairman of the Eastern Traffic Commissioners, proposed the toast of the company and said that from its earliest days Premier Travel had always been adventurous and served the public well in providing a big proportion of the country bus services around Cambridge.

He recalled how Premier Travel was formed in 1936 to acquire three operators, Harston and District Motor Services, Royal Blue Coaches and Undergraduate Roadways. The last-named company was formed by 10 Cambridge undergraduates,

who each put up £5, to augment their transport studies. One of these undergraduates was the present chairman and managing director of Premier Travel, which he helped to form shortly after he left the university.

In 1936 Premier Travel's fleet totalled seven vehicles. Today they had 50 vehicles and it was not unusual with hirings for there to be 100 or more vehicles operating under the Premier banner on a busy summer's day.

Responding to the toast of the company, Mr. E. A. Lainson said that throughout the 25 years not one service mile had ever been lost through dispute.

### LYTHAM RECORD

BUSES operated by Lytham St. Annes Corporation took record receipts in the financial year ended March 31, last. They earned £150,663 compared with £148,609 last year.

## "Go Anywhere" Licence Renewed

A STOCKPORT haulier who had been used to carrying "anything, anywhere" for many years was granted the renewal of his A licence for three vehicles with a normal user of "general goods, Great Britain," at Manchester last week.

Mr. F. Rudman, the applicant, said that he had customers of his own, but he also arranged transport for other hauliers and clearing houses. It had always been his policy, even before licensing began, to

carry consignments all over Great Britain.

He realized that Licensing Authorities were against the conditions which were attached to his units, but it would be impossible to specify all the places he carried to and all the goods concerned.

Replying to Mr. A. W. Balne, objecting for the British Transport Commission, Mr. Rudman said that they had no trunk or regular services. All traffic was accepted on a daily basis.



A new Mercedes-Benz model LP322/42R, the first to be operated in this country, supplied to James Cockie, of Fournier Street, London, E.1, by Lawler Motors (Sales) Ltd., of Deptford, who constructed the 19-ft. platform body.

## Municipal Contracts

**Midhurst R.D.C.** (Sussex), ask for one Gibson Pendulum Compressor refuse vehicle.

**Donegal C.C.** ask for 11 8-10-ton end tipping diesel trucks, offering 11 5-ton tippers in part-exchange.

**Whitley Bay Council** invite tenders for the supply of a 3-ton diesel motor lorry for the Parks and Cemetery Dept.

**Lindsey C.C.** ask for five Albion Claymore 5-ton and three International industrial tractors, tippers and plant items.

**Southend Corporation** ask for three 3-ton Thames Trader tipping lorries; two 10-cwt. Ford vans, and one 5-cwt. Ford van.

**Brecon Council** ask for one 12-cu.-yd. rear-loading refuse collector and offer a 1951 refuse vehicle in part-exchange.

**Exmouth U.D.C.** ask for one 18-cu.-yd. dual-tip petrol-engined refuse collector with 7-seater cab. A used 1950 KB refuse vehicle is offered in part-exchange.

**Liverpool Council** ask for one 20-ton low-loading drop-frame semi-trailer, one heavy-duty diesel tractor, one 40-50-b.h.p. diesel crawler tractor with hydraulic angledrozer equipment.

**Nantwich R.D.C.** ask for tenders to supply two Karrier Bantam refuse collectors, 7-cu.-yd. capacity. Two similar vehicles, one 1947 and one 1948, are offered in part-exchange.

**Northumberland C.C.** ask for nine Ferguson industrial type tractors; 12 7-9-ton heavy diesel wagons; six 5-6-ton heavy diesel wagons; two mechanical road sweepers; one gully emptier; 14 5-cwt. vans.

**Chesterfield Transport Committee** have authorized the transport manager to invite tenders for the supply of the following new vehicles—(a) 10 new double-deck buses, suitable for operation under low bridges; (b) four double-deck buses with new design low-height bodies; and (c) six large-capacity single-deck buses, with underfloor engine type chassis.

**Scarborough Public Works Committee** have authorized the purchase of (a) a Commer Cob vehicle at a cost of £475, to replace an Austin A30 van; (b) a B.M.C. 30-cwt. lorry at a cost of £920, to replace a Morris 25-cwt. lorry; (c) a Bedford 3-ton lorry, at a cost of £1,150 to replace a Dennis 3-ton lorry; (d) one Massey Ferguson diesel tractor, at a cost of £854, to replace two old tractors.

C8

**Radcliffe Council** ask for one Bedford 5-ton lorry.

**Leeds Council** require one 5-6-ton diesel-engined tipper.

**Newcastle Council** ask for eight S.D. refuse collectors.

**Gipping (Suffolk) R.D.C.** ask for one 12-20 cu. yd. compression refuse vehicle.

**St. Albans Council** require one Thames 15-cwt. chassis and cab drop-side body.

**Hampshire C.C.** ask for one Commer 15-cwt. diesel van and one dual-purpose cattle truck.

**West Suffolk County Education Committee** want one Lolode 3-ton four-wheeled transporter trailer.

**East Riding C.C.** ask for two Fordson tractor 4-ton diesel tippers, three Ferguson industrial tractors.

**Barnsley Council** are advised to take supply of a Bedford 30-cwt. dumper from H. B. Raylor and Co., Rotherham, £750.

**Cowes (I.O.W.)** ask for one 800-gallon diesel-engined gully emptier with interchangeable general purpose tipping body.

**Dunbartonshire** ask for two Karrier Gamecock chassis-cab, 9-ft. 7-in. wheelbase, diesel-engined end tippers, steel floor and sides.

**Bournemouth Council** ask for tenders for supply of two 10-cwt. vans, two 1951 Bedford 10-12-cwt. vans being offered in part-exchange.

**Breconshire C.C.** ask for two 7-ton Bedford lorries, two 15-cwt. Bedford vans, two Ferguson tractors, one Yorkshire gully emptier.

**Warrington R.D.C.** require a motor refuse collector with compressor mechanism, three trailers, minimum capacity 6 cu. yd., for salvage collection.

**St. Faith's and Aylsham R.D.C.** ask for one Bedford 10-cu.-yd. capacity refuse collector, one Bedford 750-gallon capacity cesspool emptier, one Bedford tipper.

**Melford R.D.C. (Suffolk)** ask for one 800-gallon cesspool emptier with rear door to tank, fully opening, diesel-engined, and 200-ft. hose. An old Dennis vehicle (1949) is offered in part-exchange.

**Manchester Council's Airport Committee** require one Land-Rover long station wagon, one regular Land-Rover with truck cab (diesel), two 5-ton Thames Trader drop-side tippers (diesel), two towing tugs, with 2,000-lb. drawbar pull (diesel), three fork trucks, 6,000-lb. lifting capacity (diesel).

## R.H.A. Elections

THE following have been elected to hold office in the Metropolitan and South-Eastern area of the Road Haulage Association for the year 1961-62. Area Chairman: P. H. R. Turner, Thomas Allen, Ltd., E.1. Area Vice-Chairmen: J. H. G. Penfold, Barnham Transport Co., Ltd., Bognor Regis; Eric R. Taylor, Eric R. Taylor (Transportation), Ltd., E.12; F. Wheeler, A. Dunham, Ltd., W.7.

### Central London Sub-Area

Chairman: K. A. Hatcher, Hatcher Bros., Ltd., S.E.1. Vice-Chairmen: E. J. Booth, R. Cornell, Ltd., E.C.1; J. P. Wells, E. Wells and Son (London), Ltd., S.E.1.

### North London Sub-Area

Chairman: Steve Eastmead, N.W.1. Vice-Chairmen: A. Packham, A. Packham and Co., Ltd., N.5; H. C. Redburn, L. T. Redburn, Ltd., Enfield. Mddx: J. M. Silbermann, T. Hallett, Ltd., N.W.2

### South London Sub-Area

Chairman: W. W. Grace, Lion Cartage, Ltd., S.E.4. Vice-Chairmen: A. E. Drain, A. E. Drain (Transport), Ltd., S.E.8; S. Harper, Hall and Co., Ltd., Croydon.

### East London Sub-Area

Chairman: F. R. Bird, F. R. Bird Carrying Co., Ltd., Chadwell Heath. Vice-Chairmen: J. A. Murly, I. Lettley, Ltd., Barkings; W. R. Townsend, We Deliver Motor Transport Co., E.3.

### West London Sub-Area

Chairman: L. H. Saxby, A. Saxby and Sons, Ltd., W.3. Vice-Chairmen: L. W. Ballard, L. W. Ballard Transport (Twickenham), Ltd.; A. Doyle, Doyle Bros. (Hounslow), Ltd.

### Luton and District Sub-Area

Chairman: A. E. Meeks, A. E. Meeks, Ltd., Luton, Beds. Vice-Chairman: P. D. Cooper, Watford, Herts; F. G. Gent, Stanley's Haulage, Ltd., Hockliffe, Beds; H. J. Masters, E. J. Masters, Ltd., Hemel Hempstead, Herts.

### Brighton Sub-Area

Chairman: V. Smyth, Hall and Co., Ltd., Hove. Vice-Chairmen: E. Masters, Portlady, G. Forbes, The Southern Wharves, Ltd., Southwick; W. A. Miles, John Brown and Son (Shoreham), Ltd. Honorary Secretary: V. R. Chennell, Chennell and Co., Brighton.

### Chichester Sub-Area

Chairman: J. H. G. Penfold, Barnham Transport Co., Ltd., Bognor Regis. Vice-Chairman: A. E. Parker, Chichester. Honorary Secretary: A. Shoemith, Barnham Transport Co., Ltd., Bognor Regis.

### Dartford/Gravesend Sub-Area

Chairman: R. Draper, Draper Bros., Dartford. Vice-Chairman: L. Baldock, A. and L. Baldock, Ltd., Gravesend. Honorary Secretary: W. J. Burness, G. J. Lofis, Ltd., Dartford.

### Eastbourne Sub-Area

Chairman: B. W. Manser, Hailsham. Vice-Chairman: E. R. Rich, E. and A. Carriers, East Hoathly. Honorary Secretary: A. F. Rich, East Hoathly.

### Folkestone/Ashford Sub-Area

Chairman: J. Husk, J. Husk, Ltd., Dover. Vice-Chairman: G. Gavin, W. Reeves (Motor Transport), Ltd., Folkestone. Honorary Secretary: P. L. C. Brazier, C. J. Nickolls, Ltd., Folkestone.

### Guildford Sub-Area

Chairman: A. D. Genet, A. E. Genet, Ltd., Addlestone. Vice-Chairmen: W. A. Blackburn, Blackburn Bros. (Haulage), Ltd., Godalming; B. T. Palmer, Woking. Honorary Secretary: F. R. May, Mays Motors (Transport), Ltd., Elstead.

### Hastings Sub-Area

Chairman: A. Jempson, John Jempson and Son, Rye. Vice-Chairmen: S. B. Carey, S. B. Carey, Ltd., Bexhill-on-Sea; S. C. Willingham, S. C. Willingham, Ltd., Bexhill-on-Sea. Honorary Secretary: S. J. Carey, S. B. Carey, Ltd.

### Horsham Sub-Area

Chairman: J. Lee, Horsham. Vice-Chairman: P. J. Ede, Ede Bros., Capel. Honorary Secretary: K. H. Young, Billingshurst.

### Maidstone Sub-Area

Chairman: L. Brenchley, Laddingford, Nr. Maidstone. Vice-Chairmen: H. Harman, Maidstone; F. M. Mumford, Mumford Transport, Ltd., Marden; G. Thomas, S. E. Thomas and Sons, Ltd., Aylesford. Honorary Secretary: T. G. K. Allen, W. E. Reeve, Ltd., Maidstone.

### Medway Towns Sub-Area

Chairman: J. M. Breen, Chatham and District Ice and Cold Storage Co., Ltd. Vice-Chairmen: A. A. Everett, Sittingbourne; F. A. Wade, F. A. Wade, Ltd., Rainham. Honorary Secretary: Miss J. Sage, Sittingbourne.

### Redhill Sub-Area

Chairman: W. Simmons, t/a W. Chalk, Reigate. Vice-Chairmen: J. Riddle, J. A. Riddle, Ltd., Redhill; J. Stewart, Crawley; D. Young, L. Young and Son (Transport), Ltd., Horley. Honorary Secretary: A. F. Snelling.

### Tunbridge Wells Sub-Area

Chairman: A. R. Smith, A. W. Smith (Ightham), Ltd., Sevenoaks. Vice-Chairmen: D. W. Beattall, Beattall, Ltd., Tunbridge Wells; H. T. Davis, W. Davis and Sons (Sevenoaks), Ltd.; G. Hurdle, W. Hurdle, West Peckham, Nr. Maidstone.

# Making the Case for Contract Hire

SOME of the merits and advantages of contract hire were outlined by Mr. D. J. Reed, of B.R.S. (Contracts), Ltd., in a paper presented last week to the Birmingham division of the Industrial Transport Association. Here are some of the points made by Mr. Reed:—

The trader avoids capital outlay on vehicles and perhaps also on premises, and has control of vehicles without the responsibility of ownership. A contract fleet is maintained at full strength, thus ensuring continuity of service, and the cost of transport can be predetermined.

This is quite important in this modern era, when the preparation of budgets is now almost a standard exercise for all industries. Arrangements can be made to purchase and operate customers' existing vehicles.

## Important Document

The contract agreement is a most important document, the preparation of which demands the utmost care and attention. The most common and favoured term is one of five years. Charges for contract usually take the form of an annual, monthly or weekly standing charge, plus a mileage charge for all miles run.

To ensure correct rendering of charges, it is essential that adequate documentation passes promptly and regularly from the trader to the carrier. It is also recommended that the vehicle mileage is recorded daily and not weekly; this will serve to lessen the possibility of any inaccuracies.

Much has been said and written before about road vehicle costs, said Mr. Reed, and he had no doubt all had at some time studied the cost tables which have appeared in the technical Press, either perhaps for the sake of comparison or purely as an academic interest. In the business of contract hire, it was of paramount importance to give detailed thought and consideration to individual vehicle costs.

## Necessary Information

Failure to do this could have catastrophic results. Before attempting to prepare costs for contract hire, the following information must be obtained from or agreed with the trader: (a) Make, type and carrying capacity of vehicle(s). (b) Body specifications. (c) With or without driver. (d) Estimated annual mileage. (e) Garaging at customer's or contractor's premises. (f) Details of accessories required. (g) Livery requirements.

Charges for contract hire are normally based on a standing charge and a mileage charge, so that costs are divided under these two headings. Standing costs should include all expenditure which is incurred, whether the vehicle is to run 100 or 1,000 miles per week, and these are: depreciation, Road Fund tax, operating licence, vehicle insurance, garage rent,

sheets and ropes, administration, driver's and mate's wages, where applicable, together with National Insurance, holiday pay, and employers' liability insurance.

It was not recommended that depreciation should be calculated on a fixed percentage of the original cost and thereafter on a similar percentage of the annual reducing cost. Experience had proved that a fixed standing and mileage charge throughout the term of the contract was more acceptable to both sides.

Stressing the importance of accurate costing of fuel and lubricants, Mr. Reed pointed out that for a five-year term of contract, an operator could be out of

cent. for 10-ton vehicles engaged in long-distance work.

Dealing with the normal profit margin, Mr. Reed said that this should be about 20 per cent. of revenue, the percentage of capital outlay varying with the type of vehicle, with a minimum of 10 per cent.

## Vans Versus Lorries

Comparing the costs of operating vans and lorries of comparable capacity, Mr. Reed said that the charge for supplying a van should be 12½ per cent. higher in a typical case. Spare vehicles were made available to the hirer by B.R.S. Contracts, Birmingham, for peak work at the normal charge, A-licensed vehicles being withdrawn from general haulage if required to meet the demand. Since 1955, the number of contract



The side and rear panels of this vehicle, recently delivered to the Delta Metal Co., Ltd., of Greenwich, are constructed by bonding aluminium alloy skins to inner ribs with "Redux" adhesive made by CIBA (A.R.L.), Ltd. Completely smooth sides have been obtained by using this method of construction in conjunction with piano hinges. The body

was built by Bonallack, Ltd., using aluminium alloy supplied by James Booth Aluminium, Ltd.

pocket to the tune of some £150 or more if a vehicle's actual performance was one mile per gallon less than the costing.

If mechanical maintenance was undercosted to the extent of one farthing per mile, a sum in the region of £180 would be under-recovered in the case of a five-year contract for a vehicle running 35,000 miles per annum.

A contract hire quotation should include details of the type of vehicle and body specification to which the charges relate. This would serve to remove any possible misunderstanding between the trader and the contractor, and any errors or omissions could be rectified at the outset. The quotation should make reference to the fact that it was based on costs prevailing on the date it was issued and was subject to adjustment should there be any changes in those costs.

## Ratio for Wages

During the discussion on Mr. Reed's paper he said that the ratio of the driver's wages to turnover in the case of small vans on short distance operation should be about 27½ per cent. if Saturday working on vehicle servicing were not taken into account, and about 30 per cent. if the extra cost were added. The ratio should also be about 30 per

vehicles in operation had increased from 99 to 315.

In his opinion, said Mr. Reed, the supply of a driver with the vehicle was advantageous to the trader, because he did not then have to cater for labour shortages and so on. If necessary, arrangements could be made for the trader to supply fuel for the vehicle.

## TECALEMIT NEW FACTORY

TECALEMIT, LTD., having reached agreement with the Board of Trade, have decided to proceed with the building of a factory at Pool, Camborne, Cornwall.

The first plan is for the erection of a building of about 30,000 sq. ft. with the necessary services on a 15-acre site, where there will be ample room for expansion.

## PERKINS AT BRANDS HATCH

A DISPLAY and demonstration of Perkins-powered equipment will be held at Brands Hatch racing circuit from June 12-17. Named "Power by Perkins," it will feature oil engines, outboard motors and gas turbines made by the Perkins group, and also the products of its manufacturing customers in the United Kingdom and overseas.





# TIME TO

by

**Richard Dangerfield**

*Chassis or underframes are usually painted with a semi-glossy chassis enamel black which becomes resistant to oil, petrol and paraffin after drying for 48 hours.*

**I**N pursuit of catching the customer's eye, whenever and wherever possible, the commercial vehicle operator should not forget that the vehicles he runs are the ambassadors of the company and in them there is a first-class advertising and public relations medium. Not only should his vans and lorries carry goods, they can also carry a message, in paint, to sell the goods.

Many operators now paint their own vehicles when new, or carry out repaint schedules every 18 months to two years, or even do both. In the past few years this has been made easier, as modern finishes have been formulated so that they are relatively easy and quick to apply, fast-drying, require a minimum of skilled labour and produce coatings of a high standard of appearance and durability.

Recently, there have been many developments in surface coatings, but commercial vehicles are still generally finished in one of three types of paint—cellulose, air-drying synthetic enamels, or half-hour synthetic enamels.

Cellulose enamels, because of their greater cost, critical application conditions and the higher labour costs involved in final polishing, are usually impracticable for operators whose main interest is to get the vehicle back on the road as quickly as possible. The main properties of this type of finish, which is by spray gun application only, are hardness, durability, high gloss and long life.

However, as cellulose dries quickly, it is inadvisable to use it on large vehicles. Neither should cellulose be used where a body is fabricated from panels, as the paint tends to crack where flexing occurs at the edges of the panels.

Where regular maintenance repainting is carried out and the speed of the process is an important consideration, a synthetic finish, which will look well for about two years, is often acceptable. Systems comprising only a primer, or in some cases a glossy primer-surfacer are, therefore, suitable. The primer-surfacer needs only a light rubbing down before applying the high-gloss finishing coat, either by brush or spray, which is dust-dry in two to four hours, according to the make of paint used.

With this type of finish, which is based on air-drying or oxidizing alkyd resins, clean working conditions are essential because of the time taken to reach a dust-dry condition. A considerable amount of dirt and dust could be picked up under adverse conditions. Paint shops must, of course, be as clean as possible whatever material is being used, but where it is not possible to produce absolutely dust-free conditions required with an air-drying synthetic, the half-hour synthetic should be used. This is a combination of cellulose and synthetic enamels applied by spray only, and provides a high gloss without polishing and is sufficiently quick-drying so as to avoid dust collection.

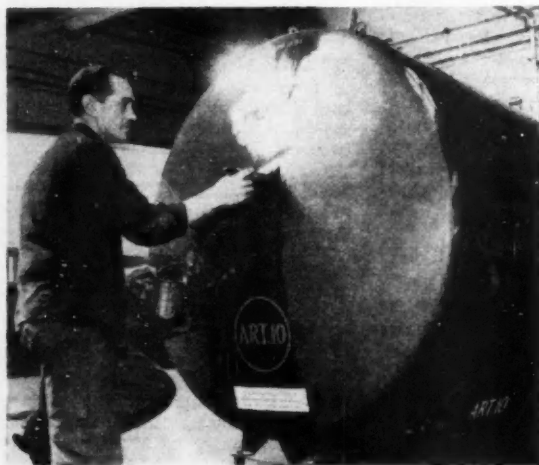
Where a finish is required that is resistant to chemical reaction, such as in tankers, then a paint based on chlorinated rubber or epoxy resins should be used.

A close examination should always be made of all work for refinishing and repair, and a proper assessment made of the job involved, the preparation of the surface, and the types and qualities of materials necessary. The amount of care and attention taken in the initial stages will add to the life and appearance of any paint film.

Some painters are in the habit of running their hands over the clean metal surface to make sure there is no rust or moisture present. This is a bad habit as it tends to transfer oil traces from the skin to the metal. A wise precaution is the use of a wax and grease remover, which will ensure the proper adhesion of the priming material.

If there is any rust on the metal, or even a suspicion of rust, no priming should be done until the metal has been treated with an acid that will neutralize the rusting action. Several solutions are available, which can be applied at ordinary shop temperatures and can be washed off with water after 20-30 minutes. They also have a useful etching action which provides for maximum adhesion to the metal.

If any soldering has been done, the soldering acids must be neutralized with a mixture of equal parts of ammonia, alcohol and water.

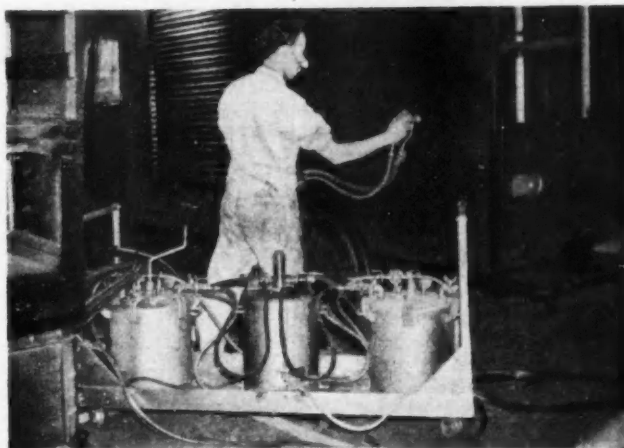


*This Whitbread beer tanker finished in air-drying synthetic enamel is being brushed with a coat of clear varnish to preserve the high standard of gloss.*



# PAINT?

*Modern Painting Equipment and the Correct Finishing Procedure Can Save an Operator a Great Deal of Expense and Reduce Time off the Road Substantially*



*Large operators may find this hot spraying equipment, which costs between £100 and £150, an excellent proposition for reducing maintenance costs.*



*When painting by brush, full uniform coats should be applied and the area should be laid off by horizontal and vertical strokes of the brush. The final direction must be vertical.*

With a cellulose finishing system it is essential to have an absolutely rust- and wax-free surface before proceeding with the painting. An initial primer-surfacer, which is nitrocellulose resistant, should be applied by brush or spray and left to dry overnight. This should be followed by a coat of cellulose primer-surfacer thinned 50 per cent. and after 20 minutes indentations in the surface can be filled up with stopper, which should be given 30 minutes to dry.

Two further coats of primer-surfacer should be applied and left to dry for at least four hours after the last coat. The surface should then be rubbed down with abrasive paper grade 360 and thoroughly cleaned and dried.

Spray three or four coats of 50 per cent. thinned cellulose finish allowing 20 minutes between coats. This should give a first-class commercial finish, but if slight sinkage is noticeable, or an extra high quality is required, allow the surface to dry overnight, wet-flat, apply a further double pass coat of colour and polish.

The long-term durability and considerable off-the-road time involved with cellulose finishing may not be practic-

able to some operators, and a system involving only a primer is more acceptable. The high-opacity air-drying synthetic finishing coat requires no laborious flattening down and a large vehicle can be finished in two to three days.

The surface to be painted should be cleaned with oil and grease remover and treated with derusting solution, washed down and dried off. One coat of coach finishing primer should then be brushed or sprayed on and left to dry for a minimum of 16 hours. An optional light dry de-nib with grade 220 or 240 abrasive paper may then be used, followed by a making good of any damaged parts with knifing filler or stopper, allowing overnight drying after the final application.

Wet rub with 220 or 240 abrasive paper and, when dry, apply one coat of synthetic groundcoat. This should be dry in four to six hours if conditions are good. The first coat of coach finish can then be brushed or sprayed on and this may be wet-flatted after a minimum drying time of 16 hours. The final coat should then be applied and left to dry for at least 24 hours before putting the vehicle into service.

The half-hour synthetic finish should be used where quick-drying is required. This is a compromise between the straight cellulose and the pure alkyd finish, providing a good gloss and normally drying in half an hour.

Using this system, a good finish will be obtained on new work by cleaning down the metal, chemically or manually etching the surface, spraying two coats of cellulose primer-surfacer and, finally, two coats of thinned finish sprayed at half-hour intervals.

A top-quality coach finish can be achieved by the addition of a zinc chromate primer, before the primer-surfacer, and three top coats instead of two, flattening with abrasive paper before applying the final coat.

On glass-fibre bodies it is essential that all traces of the mould release agent should be removed, otherwise paint adhesion will be affected. The agent may be either a water-soluble type or a wax, and can be effectively removed by a thorough cleaning with water or a hydrocarbon solvent such as white spirit. This should be followed by a flattening down to ensure adhesion of the primer-surfacer coat.

With aluminium bodies it is recommended that they be given an application of a chemical cleaner, followed by etching primer, or a thorough clean and scuffing with abrasive paper.

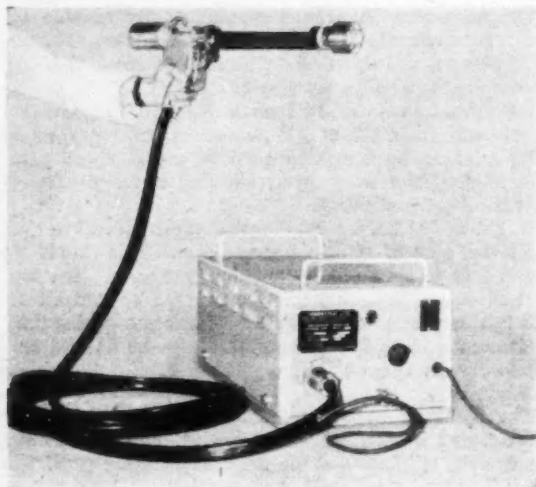
Complete varnishing is carried out over air-drying coach

finishes. On cellulose finishes, only pencil varnishing of lettering is normally undertaken. Whether the painting process is completed with a coat of varnish depends on the quality of finish required. Varnish does give added protection and, in some cases, improved appearance. It should, however, always be applied over lettering and special designs. Varnish is not normally necessary except with rich blues and maroons, when a coating will preserve their high standard of gloss. It is recommended that two coats be applied, the first being well wet-flatted with 320 abrasive paper.

Where a vehicle has to operate in tropical or semi-tropical climates a glazecoat, consisting of a mixture of three parts of coach finish with one part of varnish should replace normal varnish coats. Line writing and transfers should be protected by pencil varnishing.

On repaint jobs due regard to sources of trouble must be given attention. The first thing to determine is whether or not the old paint has good adhesion. If the film shows signs of blistering, cracking, or crazing, and so on, the best thing is to strip off the old film with paint remover and treat the bare metal with anti-rust solution. To check the adhesion properties, sand through the finish in several places and feather-edge a small spot. If the thin or feathered edge does not break or crumble, it is reasonably safe to assume that the old finish will "stick to the job."

Another precaution should be to make sure there is no



*An electrostatic hand gun is used for finishing on a large scale. Charged paint is atomized from a spinning head and drawn towards the object to be coated.*

more old wax or silicone polish left embedded in the finish. Unless all traces of these polishes are removed, the drying of synthetic enamels may be considerably slowed down, destroying one of their principal advantages. A wax and grease remover or water-miscible cleaning solution should be applied to the surface and wet-flatted with an abrasive paper, using the cleaning solution as a lubricant.

As cellulose paints contain strong solvents, they can act as very efficient paint removers when applied to old finishes, and the third step is to determine whether the finish is cellulose or synthetic enamel. Old cellulose films can be dissolved by spraying a test area with cellulose thinners and rubbing it with the hand. If the finish is left impervious and does not come off on the hand, it is likely to be synthetic enamel.

If, however, the finish proves to be cellulose, or any doubt arises, precautions must be taken to prevent swelling

of the old coat when new cellulose material is applied. Sealer or barrier coats based on air synthetic resins are especially designed for this purpose and they have good adhesion to old surfaces and prevent the penetration of solvents contained in subsequent coats.

Synthetic solvents are relatively mild and all that is needed is a light rubbing down with a fine grade of abrasive paper to make sure that the whole of the surface is thoroughly and evenly sanded to "key" the new finish well onto the old surface.

Modern methods of application can reduce maintenance costs and off-the-road time substantially. Hot spray, for example, although requiring a greater initial capital outlay (between £100 and £150) is an excellent proposition for medium and large commercial fleets. The principle is that the application of heat reduces the viscosity of paint to spray consistency and eliminates the need for large quantities of thinners. The advantage is that the paint is sprayed at a higher solids content, which permits a heavier film applied in a single application.

Less expensive equipment is also available for heating paint. The electrically heated cup method, for example, may not maintain the paint at a steady temperature, because of normal heat losses, and overloading of the paint may result; consequently shrivelling will occur.

### Three Ways of Feeding

There are three main ways of feeding the paint to the spray gun—under pressure, by syphon or by gravity. The usual method of applying paint is by high-pressure gun, when the paint is atomized with a blast of air at a rate of approximately 60 p.s.i. The air breaks up the paint and blows it out from the gun nozzle. By this method the paint flow can be easily and quickly adjusted, but a disadvantage is that there is always a great deal of wastage with an accompanying fog of paint in the spray shop.

Where working conditions are cramped and extractor equipment is neither practical nor efficient, the airless spraying process is a useful method to be investigated. The principle is that the paint is pushed out under pressure through an orifice, which causes it to atomize. Because of the lack of high atomizing air, the paint is not able to swirl about and consequently there is much less wastage and comparatively little paint fog. A disadvantage with this method, compared with high pressure air spraying, is that there is no means of controlling the delivery rate whilst spraying. Variations can only be achieved by stopping to change the nozzle.

A more expensive means of finishing on a large scale is by an electrostatic hand gun. A large voltage is applied to the paint, which is pushed out on to a spinning head and is thrown to the edge by centrifugal force. It is then atomized from the head and, through the action of the electrostatic field, the particles are drawn irresistibly towards the object to be coated, which is earthed.

This is a relatively slower method of application, and, of course, with no wastage of materials. It produces a smooth, constant coating with only a few awkward places such as deep interior angles which are incompletely painted and need to be touched up with a spray gun.

Small parts such as seat frames are more economically painted if they are dipped in the paint and articles such as nuts and bolts can be tumbled in a wire-mesh barrel immersed in the required finish.

Painting from new or refinishing is not in any way an easy matter. It calls for a great deal of care and skill at all stages, but of prime importance is the amount of attention given to the early stages of finishing. Herein rests the high standard of appearance and a long-lasting paint film.

*(Continued on page 407)*

## LEADING OPERATORS CHOOSE

# A.E.C.

*"Now I can see the difference in terms of power, reliability and economy,"*

**says Mr. M. Marco of Marco Transport**

Operators who switch to A.E.C. from other vehicles suddenly find a whole new world of extra power, reliability and economy opened to them.

"Five years operation with A.E.C. tippers has been a real eye-opener to me," says Mr. Marco. "I used to be well satisfied with my 'mixed' fleet, but since I've been 'up in the A.E.C. class,' as they say, I can see the difference. They're so much more dependable—for instance my five year old A.E.C. has done 250,000 miles, all with the original engine. They need less maintenance and they're very economical on fuel. And on top of all

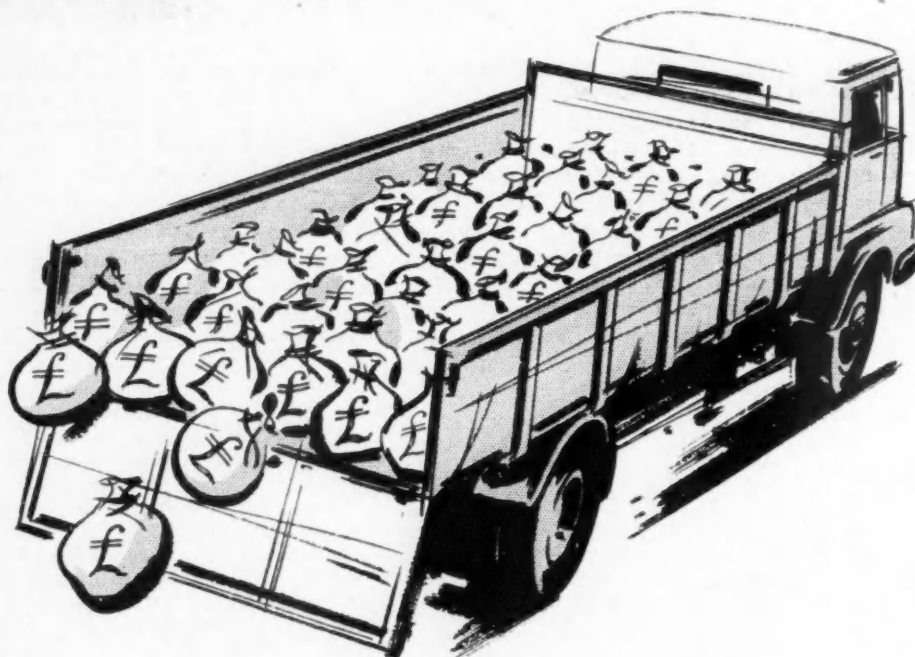
this, the extra power gives me a quicker turn round with more loads-carried per day. Believe me, the sooner I can turn over 100% to A.E.C. the better it's going to be for my business."

Time and again actual operating figures prove it—that A.E.C. can still knock the bottom out of those 'rock-bottom' operating costs. You pay a little more for A.E.C. when you buy, but you get so much more in return—advanced design, high standards of precision engineering, low depreciation. And you keep on getting it in the form of longer, trouble-free performance, year in and year out.



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# Are your vehicles losing 'loads' of money?



by not using  
**TECALEMIT 'SYNDROMIC' or 'ACL'**  
equipment

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The only certain way of ensuring constant and efficient lubrication to costly pins and bushes. Fully automatic and mileage-controlled. There's nothing 'hit or miss' about these systems; they really do keep vehicles out of the workshop.

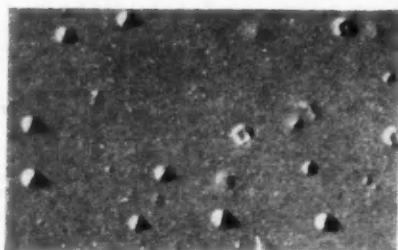
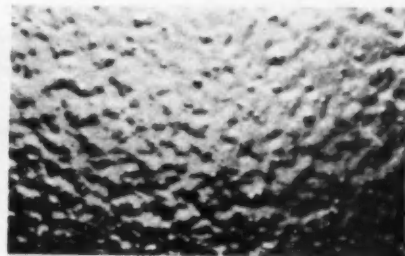
Consult the fitting specialists at

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Our staff of technical representatives are at your disposal  
**NORMAND LIMITED · PARK ROYAL · LONDON N.W.10 and Depots · ELGar 7757 (8 lines)**

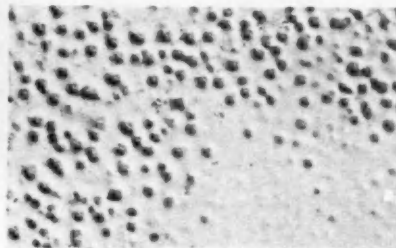


(Right) Runs or sags are caused by applying too heavy a coat of material, usually resulting from incorrect thinning or using the gun wrongly. (Far right) The orange peel effect can be caused by the use of unsuitable materials or adverse spraying conditions.



(Above) Blistering is due to the failure to clean the surface before painting.

(Below) Dry spraying or a too heavy colour coat may result in a pinholed finish.



Many jobs for respraying have old and weather-beaten finishes. Fine cracking or other failures are often undetected or lost by the preliminary flattening or cleaning operation, and are apparent only after the active solvents of the refinishing coat are applied, causing the old finish to lift up or wrinkle.

The adhesion of paint to a surface is the most important single factor determining the life of a paint film. Poor adhesion will result in a rapid breakdown by lifting, blistering, pinholing, running, or many other film deteriorations. Detailed here are some major defects with their causes and remedies.

Lifting is a puckered or wrinkled effect usually resulting from applying material containing strong solvents over a partially dry cellulose coat. The strong solvents in the new finish dissolve the old finish in places and open up cracks and defects.

#### Susceptible to Solvents

Oil-type enamels used on some commercial work are very susceptible to lifting by strong cellulose solvents. Swelling of sand scratches is also met occasionally, which is a very mild form of lifting. It can also take place in applying synthetic enamel over an inadequately cured synthetic film. Application and thinning have much to do with this.

Where lifting has occurred, it is usually necessary to strip down to bare metal and refinish completely, but if this type of defect is superficial it can sometimes be flattened out and repaired with a primer-surfacer. The finish should be well thinned and sprayed in mist coats, with ample drying time between coats. Heavy wet coats, which can soften the whole paint film should be avoided.

Blistering usually occurs when paint is applied over a surface that is covered with hard resins, oil, grease, wax or silicone. A running effect of the new film will be observed. Poor flow-out, lack of adhesion, inadequate wetting and small craters are accompanying symptoms.

The remedy is to strip to bare metal by sanding and by giving a thorough clean with wax and grease remover. The surface should be thoroughly water washed and dried off with clean rags and air to blow out crevices and mouldings. The process should be repeated if necessary.

Orange peel is a pebbled or dented superficial effect of

the finish which, as the name suggests, resembles the skin of an orange. It is a frequent complaint resulting from a number of causes, the main ones of which are unsuitable or insufficient solvents, incorrect spraying pressure, adverse application conditions or insufficient weight of coat.

A thinner which dries too quickly or has inadequate solvent strength will produce orange peel. Cellulose material sprayed on a hot surface will show orange peel due to over-quick drying.

Time should always be allowed for proper flow-out, and a good thinner, as recommended by the manufacturer, should be used. Where orange peel has occurred, this must be wet-flatted with 320 grade abrasive paper, when a properly thinned atomized material may be sprayed on, paying particular care to the handling of the gun.

The defect known as pinholing is self-explanatory and is usually caused by spraying the paint too dry, especially with undercoats. It can also be due to too heavy an application of the finishing coat, particularly under warm conditions. This may be due to incorrect spraying or to the material being at too high a viscosity.

Where the paint has been sprayed too dry, the top surface must be removed by wet-flattening and a coat of primer-surfacer applied. Heavy colour coats should also be wet flatted. Under persistently warm conditions the addition of a retarder to the thinner used in the spraying mixture will increase flow and may eliminate pinholing. Additions usually found effective are 5-15 per cent. of the thinners.

Paint normally runs or sags because of an application of too heavy a coat of material. This usually results from incorrect thinning or holding the gun too near the surface when spraying. The defective area should be removed by flattening with wet 320 grade abrasive paper, washed and dried. Respray with one or two coats of the appropriate material and continue with the process in use.

When the humidity is high in the paint shop, the colour coat will sometimes turn misty. This is usually termed blushing. If this occurs on the first colour coat, further coats may be improved by the use of a retarder to replace from 5-15 per cent. thinner.

The type of finish and the method of application are not matters to be decided without expert advice in the light of each individual circumstance. If there is any doubt or problem concerned with finishing, many paint manufacturers themselves give an excellent service in this respect, and maintain technical advisory departments of which full use should be made.

Some of the information for this special article was obtained with the kind co-operation of Imperial Chemical Industries, Ltd., Paints Division, and General and Industrial Paints, Ltd.

# Smalls Progress in the



One of the bays at the Belgrave Road depot of B.R.S., one of two from which the Leicester parcels branch now works. The depot was formerly used by Carter Paterson and Pickfords.

addition to the normal smalls scales by weight, most carriers have scales per pair. A typical schedule starts at nine pairs, goes to 12 and then in steps of six pairs up to 48. In this range a price is quoted per consignment, e.g., for the operator's zone A (the lowest), 1s. 9d. for nine pairs, 2s. for 12 pairs, 2s. 3d. for 18. In zone A again everything between 49 and 499 pairs is charged at 1d. per pair and 500 and over at 1½d.

There is an adjustment of rates based on size, made on the pairage. The rates tables are the standard for men's boots

**J**UST over 10 years ago I looked at the set-up for smalls in Leicestershire and Northants and described the situation as it was then in *The Commercial Motor* on December 1, 1950. A decade or so earlier still I had attended several meetings in the area and, as national chairman of the Conference of Express Carriers (now a functional group in the R.H.A.), had welcomed the initiative of our members in the two counties in establishing a workable basis of rates which all agreed, in writing, to adopt.

I have recently visited the area again and so, as an informed outsider, have seen conditions, firstly, under full private enterprise, secondly, under almost complete nationalization and now under a mixture of State and private operation.

In 1950 the Express Carriers' Group had almost ceased to exist; the biggest operators had been compelled to sell out and so had most of the smaller. All that were left were those, the whole or the major part of whose business had been local. Several notable families have never returned to the trade, but when denationalization began some former operators did start up again and I am glad to say that the Express Carriers' Group is once more flourishing with an effective minimum rates schedule and standard conditions of carriage.

I was told that the agreement on these points is honestly observed, and since the rates scale approximates to what B.R.S. calls its "exceptional" scale, rate-cutting between the two sections of the industry is almost unknown.

Both B.R.S. and the private carriers, of course, suffer occasionally from the activities of general haulage firms whose business is not smalls but who take small consignments at tonnage rates. Fortunately, this competition is not serious. The East Midlands network is so well organized, both for local and long-distance work, that most customers are happy to pay proper rates in return for service.

The predominant industries of the area are, of course, hosiery and footwear. Most of the hosiery manufacturers are in Leicestershire, particularly round Hinckley where, within about a four-mile radius, there are 86 firms in this trade. Roughly speaking, Northants specializes in men's boots and shoes and Leicester in women's. In the early '30s, road carriers began handling footwear "loose," i.e., in individual pairs, boxed as one sees on the retailers' shelves, but not packed in hampers, cases or cartons. This practice spread rapidly so that by 1939 the bulk of the traffic moved in this way. For some reason, however, manufacturers in Northampton itself never adopted it, and still today send out their products in returnable cartons, the full packages being charged in the ordinary way by weight.

Special rates apply for loose consignments so that, in

and shoes, and for ladies' booties; 25 per cent. is deducted for men's slippers, boys' and youths' boots and shoes and booties, ladies' boots and shoes and children's booties; 33½ per cent. comes off for boys', youths' and ladies' slippers, and 50 per cent. is allowed for children's boots, shoes and slippers. Some carriers instead of quoting per pair quote per dozen.

These two counties are not the only producers of footwear, and this fact has had a marked bearing on the work of the local carriers; it accounts for the trunk services to Cockermouth, Norwich, London and Bristol to which I shall refer later.



(Above) Starting with one vehicle in 1953, K. and D. Transport now operate a fleet of vans from this roomy Earls Barton depot. (Below) Considerable extension of original premises has been a recent feature of G. W. Woodward, Ltd., whose Barwell depot is shown here.



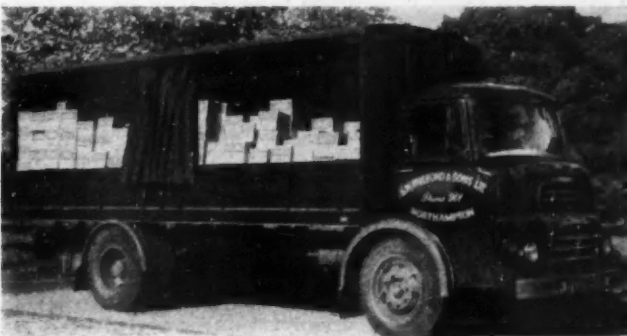
# East Midlands

*This Comprehensive Survey of the Smalls-carrying Establishment of a Prosperous Midlands Area Reveals a Considerable Depot Development, Improvement of Working Methods, and Increase in Vehicle Capacity over the Past Ten Years.*

**By Charles S. Dunbar, M.Inst.T.**

Ten years ago, B.R.S. was struggling to assimilate all the undertakings it had acquired. Premises were the main difficulty, particularly the provision of deck space. For a long time a number of parallel services had to be run and complete integration had not been achieved before the *volte-face* of 1953.

In a way, partial denationalization of the parcels side was not a bad thing for B.R.S. in the East Midlands. It saved an enormous expense in the rebuilding of depots and was not (as in the case of general haulage) responsible for an inrush of rate-cutters. The Leicester parcels branch now works from two ex-Carter Paterson and Pickfords depots—Belgrave Road and "Great Northern" (next door)—



(Top) A Crowfoot Carriers' Morris with special glass-fibre cab and bodywork by Zadock Spence, of Hinckley. (Above) An Albion Chieftain with Barham Bros. bodywork designed for fork-lift loading of pallets, operated by S. W. Wreford and Sons, Ltd., of Northampton.



(Above) A depot in open country with plenty of room for expansion is a feature of K. and D. Transport, of Earls Barton. (Below) Specialists in storage and distribution, S. W. Wreford and Sons, have this warehouse with all concrete frame at Northampton.



and from Gypsy Lane, formerly belonging to Platts Bros. The Northampton branch has depots at Rothwell (ex-Clarke), Rushden (ex-P.X.), Wellingborough (ex-Direct Transport), Northampton (ex-Owen), Bedford and Luton, the last named two being formerly C.P.s. The Leicester and Northampton branches with the Notts and Derby and Birmingham branches constitute the Midlands Parcels Area under the management of Mr. C. W. Bramford, who has been in the smalls trade since 1926.

The catchment area for the Leicester branch is bounded by King's Lynn, Peterborough, Lutterworth, Nuneaton, Ashby and Grantham; that for the Northants branch adjoins this to the south, takes in Daventry and Banbury to the west, Huntingdon and Biggleswade to the east and touches the London area at Stevenage, Luton and Dunstable. Depots are, so far as practicable, directional. Both branches run trunks as far north as Glasgow, and Leicester also runs to Edinburgh. Both run to Cardiff, Newport and Bristol.

The Leicester branch fleet numbers 150 and the Northampton 147. The trunks are mainly 10-ton articulated vehicles; the collection and delivery vans are 5-tonners, usually B.M.C., of 700 cu. ft. capacity. For direct deliveries, such as of loose footwear, 850-cu.-ft. vans are used. Some of the collection and delivery vans are closed at the rear with doors, but most have curtains. Three of the vans at Belgrave Road are radio-equipped so that they can be contacted at any time for urgent calls. Day-to-day maintenance is done at the depots, but the yearly overhaul is handled at the Irthlingborough repair centre, which is also responsible for the Northants general haulage vehicles.

The private undertaking in the area that comes nearest to competing with B.R.S.'s nationwide coverage from this area is Atlas Express, which, although not in origin a Midland firm, has operated in Leicester since 1923, when it bought the



Another section of the Belgrave Road depot of B.R.S. Parcels at Leicester.



Leicester City Parcel Delivery Co. During the 1947-53 period only terminal work could be performed, but when the 25-mile limit was finally abolished, trunk services were started. A new depot was opened at Thurmaston, on the northern outskirts of Leicester, in 1957 and nightly services are now run to London, Dunstable, Birmingham, Manchester (with connection for Liverpool), Nottingham, Wakefield (with connection for Newcastle) and Norwich. Glasgow is served by rail container.

Atlas does a good deal of interworking with other carriers, so that the service offered is even wider than these names indicate. The trunk services in and out of Leicester are provided by vehicles based on other depots. The Leicester local fleet of one 8-ton articulated and six rigid 5-tonners maintains c. and d. services within about 15 miles.

This was extended as from March 1 this year with the takeover of the 11 vehicles of Reynolds of Coalville, as Mr. Reynolds has been running regularly for many years to Birmingham, the Potteries, Nottingham and Northampton. Mr. E. R. Vale is Atlas manager in Leicester. Mr. W. Ridley, who joined the company in 1914, is area manager for the East Midlands.

The other independents fall into two groups—those who can be called local carriers, in so far as all their vehicles and drivers return home every night, and those who engage to varying extents in long-distance work. Of the latter only Lanes Midlands Yorks Carriers, Ltd., I believe, have no purely local collection and delivery. Working from what used to be Bamford's depot in Gwendolen Road, Leicester, this company has since March, 1954, built up regular nightly services to Norwich, Bury and Leeds, the intention being to specialize in the boot and shoe trade. At Norwich and Bury the company has its own depots; for Leeds it interworks with Hanson's. In Lancashire a connection is made with Wilkinsons' Transport (Bacup), Ltd., so as to provide a through service to Cocker-mouth and other parts of Cumberland.

### A New Depot

There are 18 vehicles in the fleet, the standard being a 7-ton 900-cu.-ft. Bedford. The Gwendolen Road premises are now inadequate and a new depot is being built in Scudamore Road. Mr. H. Taylor, one of the directors, was formerly Leicester manager for P.X., and Mr. J. Stanworth, the other director, was in business in Bacup.

Also concerned with northern traffic from Leicester is F. White (Haulage), Ltd., of Anstey.

Mr. Hancock, who started with a second-hand Chevrolet in 1931, originally traded as the Anstey Haulage Co. After the war he bought F. White's business and a garage and filling station. Anstey Haulage was nationalized but after 1953, Mr. Hancock was able to buy sufficient B.R.S. vehicles to restart, first in general haulage and then in smalls, but using White's name. The company, which is managed by Mr. R. E. Teear, owns eight B.M.C. 6-tonners of 800-900 cu. ft. capacity and provides both a daily trunk service to London and Manchester and also a local service in South Notts and Derbyshire. It has a connection with Yorkshire and the north-east through Hanson's.

Bees Transport (Hinckley), Ltd., is now more concerned with long-distance traffic than with local work, although when the late Mr. E. E. Bee began the enterprise in 1919 he built it up round a Leicester-Birmingham run, from which workings farther afield developed. In 1949 the company had 17 vehicles. After five years as part of B.R.S. the Bee family and the present managing directors, Mr. A. J. F. Phillips and Mr. R. H. Franks, got back their old premises at the end of 1954 and restarted with 13 licensed and three unlicensed vehicles. They now have 23 operational vehicles, 20 of them new in the last six years. The other three are Maudslays from their original fleet. The newer vehicles are mainly Atkinsons and A.E.C.s of 4-5 tons unladen weight. Six are vans and the others flats.

c18

In September, 1959, B.R.S. closed its Burbage depot (ex-Bailey and Mason), which had continued its former owners' London service. This greatly strengthened Bees' position and they now send three or four motors a day to London. In addition Bristol is served three times a week and so are Derby, Belper and Mansfield; Tyneside is worked three or four times a week and there are daily services to South Lancashire, the West Riding, Nottingham, Birmingham and the Black Country.

### Long-distance Success

Another concern which has shot ahead in the long-distance field is G. W. Woodward, Ltd., of Barwell, in which the founder is assisted by his son, Mr. G. R. Woodward. Originally, in 1924, Mr. Woodward was a local bus owner, but in 1930 he began carrying to London and Manchester and later to Glasgow. His eight vehicles were nationalized, but in January, 1955, he was able to buy back his original premises and to acquire 11 vehicles. The company now has 29 vans based at Barwell and one in Glasgow, where a depot was originally established in 1946. Most of the vans are 7-tonners, Bedfords or Seddons, of 1,300-cu.-ft. capacity. Two vehicles a day are sent to Glasgow and twice weekly there is an extension to Dundee. Eight loads a night go to London, three to Manchester, two to Leeds and Bradford and one to Liverpool, while the nearer daily runs cover Birmingham, Stafford and Nottingham.

Since restarting Woodward's have bought a large piece of land behind their old premises and on this have built a fine modern covered deck. It came into use in 1958 and was extended the following year.

Not far from Woodward's is W. Ward and Son of Barwell, started in 1903 as a daily service to Leicester and now running also to Stafford, Northants and London. Mr. Ivan Ward is sole proprietor and owns five vans.

J. J. Edwards, Ltd., of Hinckley, is a firm that I can best describe as more concerned with split deliveries than with parcels. Its activities are based on warehouses in Leicester, Hinckley and Coventry, with daily runs to London, Newcastle, Liverpool and Bristol. It is a family concern dating from 1890, and because the major part of its revenue at the critical date came from removals and storage, it escaped nationalization. It now owns 12 vans; one is a 15-cwt. on hire to the railways for passenger parcel work from Nuneaton station. The others are 5-7-tonners of 1,000-1,500-cu.-ft. capacity, mainly Bedfords.

Edwards are founder members of The Five Star Group, which, as announced in *The Commercial Motor* on January 27 this year, links them with furniture removers in six other towns with a view to the economical handling of small lots. Through being members of the British Association of Overseas Removers, Edwards have obtained an agency for Allied Van Lines of America and by this means are able to handle a good deal of work for the U.S. forces in this country. Mr. Arthur Edwards, a past president of the Institute of the Removals Industry, controls the traffic operations, assisted by Mr. Frank Edwards, who also runs the associated company, Edwards Travel and Shipping, Ltd., while another brother, Mr. Jack Edwards, is the engineer.

Before leaving Leicestershire, it would be convenient to refer to those carriers who do not operate trunks. Of the several based in the Hinckley area, the largest is Crowfoot Carriers,

(Continued on page 411)



# ACE DRIVER TAKES A LOOK AT THE NEWEST AUSTIN TRUCKS

Lorry Driver of the Year, Chris Daines, discovers how the new Austin 30 cwt.—4 ton range cuts driver fatigue by nearly two-thirds.

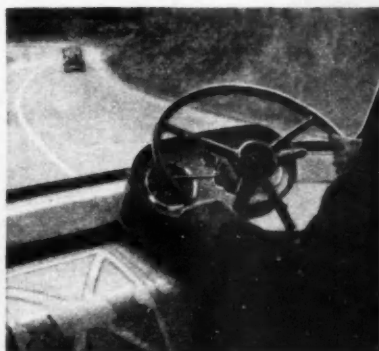
Top Lorry Driver of the Year, Chris Daines, took over an Austin 3 tonner for a day. The truck came from the new Austin range that was recently tested by a leading Industrial Research Unit and proved to cut driver fatigue by nearly two-thirds.

"See if you agree with the experts," Daines was told. He drove the truck in and around Windsor where he works as driver and fork lift demonstrator for Fred Myers Ltd. His verdict: "The truck's a piece of cake to drive. It's the safest, most comfortable and easily handled vehicle I've been in, and it certainly does save driver fatigue." His through-the-ride comments are recorded below.

1959 winner of the Driver of the Year Competition, Chris Daines. Against 1,000 competitors Daines was top driver from all classes. After 15 years driving experience there's nothing he doesn't know about what makes a truck tick.



**WALK-IN CAB.** "There's no fatigue attached to getting in and out. The low level makes it nice and easy. Two steps and I'm in the seat. Comfortable seat, too." (Foam rubber, fully adjustable.) "A good relaxed driving position. No strain to get at the gear lever."



**PANORAMIC WINDSCREEN.** "Excellent forward and rearward vision. Big back and side windows. And with this deep wraparound screen you couldn't miss a thing on the road. It also allows more accuracy in tight spaces, better kerb or cat's eye visibility in fog or rain."



**SAFE, CLEAR PARKING.** "Really good idea, these parking windows. You can get right up to the kerb, see just how far you are from the vehicle in front, and see children or dogs playing around the wheels."



**SAFETY DOOR.** "One of the best and safest ideas I've come across. You can open it without fear of hitting anything." (Fully open, the door projects no further than the bumper.) "Another advantage—you can pull up tight to a thing and still get out easily."



**FATIGUE-FREE LOADING.** "On delivery work this low deck must really take the backache out of loading. And you can pull a load straight off the side. There's no effort to lift it across." (New smaller wheels account for that low level, less-strain deck.)



**RELAXED REVERSING.** "No need to open the door. Without craning you can put your head through the door window and have a perfect view behind. Without a load you can see the body extremes easily through the rear light."

**FACTS FOR OWNERS.** The new range: maximum pulling power from B.M.C. petrol or diesel engine: 2.2 litre on 30 cwt.; 4 litre petrol, 3.4 litre diesel on others. Platform or dropside body or chassis/cab/scuttle unit. Amazingly low prices: 30 cwt. from £689; 2 ton from £750; 3 ton from £815; 4 ton from £880.

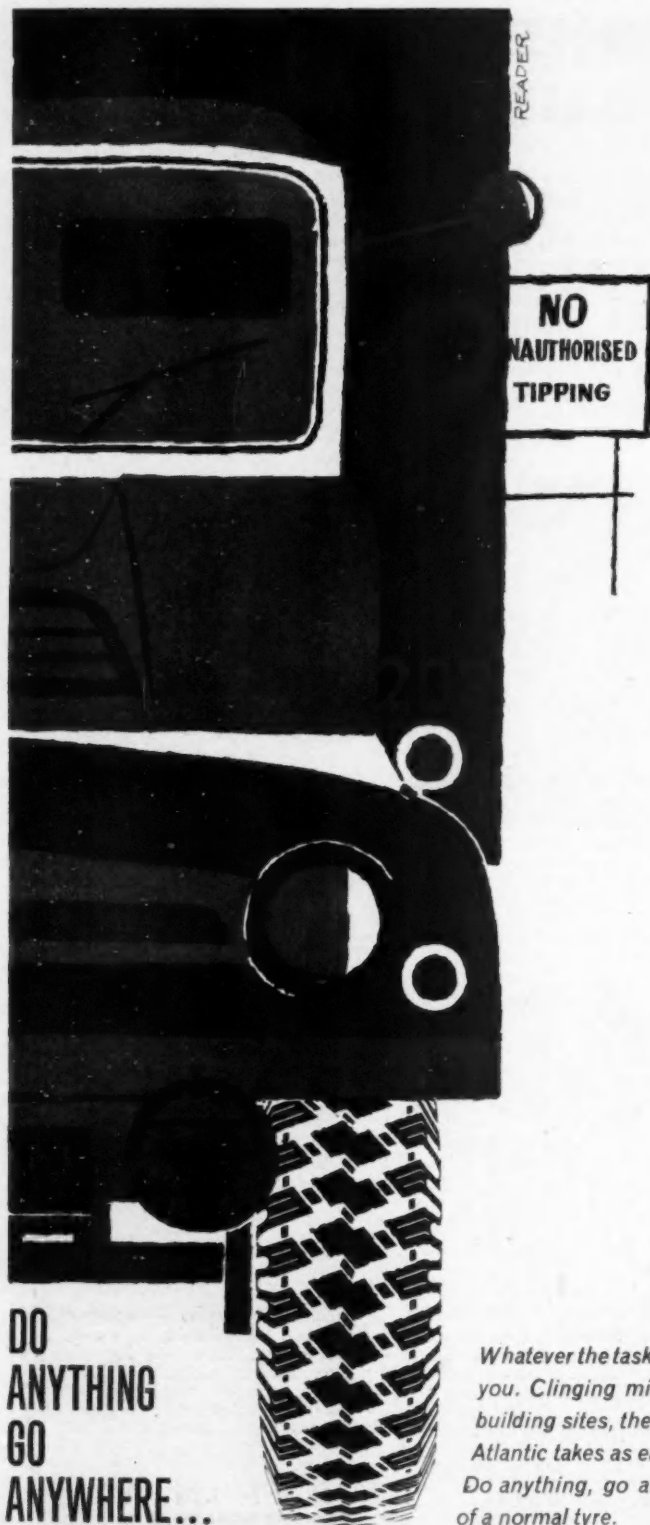
And the rest of the range: 5-30 cwt. vans. Pick-ups. 2-7 ton trucks. Tipper, prime movers, chassis units. Long or short wheel-base F.W.D. Gipsy. Austin offer the most comprehensive range of commercial vehicles from 5 cwt. to 7 ton of any manufacturer in Britain today. All with 12 months warranty and backing of nation-wide B.M.C. Service. Your Austin dealer will gladly supply full details.

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**PIRELLI ATLANTIC**

Ltd., of Earl Shilton, which dates from 1912, and incorporates the smalls business formerly run by G. Swann and Son of Burbage. Mr. D. W. Crowfoot, the present senior director, joined in 1920 and has been in charge since 1922. A daily service to Leicester has been run since 1916. Three other businesses have been taken over—George Swann, Leicester (1951), O. B. Smith, Blaby (1952) and C. Swann and Sons, Ltd., Burbage (1959).

The area now served stretches out to the Black Country, the Potteries, Derby, Nottingham and the shoe towns of Northants. There are 11 B.M.C. vans in the fleet, mostly 4-5-tonners with 650-cu.-ft. bodies. A policy of regular replacement is followed.

Mr. Crowfoot has taken a particular interest in body design and has had cabs and bodies specially built in Hinckley by Zadock Spence. Glass-fibre is used for the sides and roofs, colour-impregnated for the sides and translucent for the roofs.

The Crowfoot staff works as a team and a bonus is paid every week when the total number of packages handled exceeds a certain figure. The drivers' basic week is one of five days, but they service their vehicles on Saturday mornings at overtime rates. Overalls and weatherproof jackets are provided.

Mr. Leslie Higgs, still using the 50-year-old style of W. and A. Higgs, also lives at Earl Shilton and works with his one van daily into Leicester. Also on this run is the even older two-van business of Jervis and Son, of Barwell, dating from 1889. W. Bass and Son of Hinckley (established 1898), who bought their first motor in 1912, give a twice-daily delivery with two Thames Traders (one tilt and one flat) to places between Nuneaton and Leicester. W. King and Son, of Burbage, also owning two vans, work daily between Hinckley and Birmingham.

### Veteran Haulier

Farther north are Reynolds of Coalville, already mentioned, and the 70-year-old business of Briers Bros., of Shepshed. Mr. P. B. Briers, at the age of 71, still controls the day-to-day activities of his 10 vehicles, of which eight are vans and two flats. A substantial new depot was built last year and collections and deliveries are made over an area bounded by Coventry and Leicester to the south and Chesterfield and Mansfield to the north. Ever since 1932, Mr. Briers has delivered and collected for the Lancashire Cotton Corporation whose vehicles run every night into his yard.

Under present conditions I am treading on dangerous ground, perhaps, when I include a Rutland carrier in a survey of Leicestershire, but J. Saxby (Oakham), Ltd., I venture to say, runs more of its mileage outside Rutland than in it. The original business, based on the village of Knossington, was that of an ordinary country carrier between Oakham and Leicester but since the Allsop family (at one time hauliers near Loughborough) acquired control, in 1946, there has been expansion to cover all the East Midlands and south Lincolnshire with a regular daily service to London. The latter is more of a part-load operation than a smalls service. The mixed fleet numbers five 6-ton vans and one 8-ton. The company also has a coal-delivery business, employing several other vehicles.

I found considerably fewer express carriers in Northamptonshire than in Leicestershire, and there is an even greater difference there compared with 20 years ago. Of the 20 Northants carriers whom I recorded in 1940 as handling boots and shoes, only two have survived without interruption, two emerged after nationalization in a modified form and one has made a come-back. The two pre-war survivors are Goode and Marlow, Ltd., of Desborough and Minney's Transport Service, Ltd., of Kettering, who both run daily into Leicester. Minney's also cover Corby, Olney and Daventry several times a week.

Goode and Marlow have four vans. Minney's fleet of eight includes one 30-cwt., one 3-tonner, and six 5-tonners. Two are flats, one being fitted with a tailboard lift. A

new office and extensions to the depot were opened last year, mainly to cope with an increasing amount of warehousing.

Mrs. Minney, who died in 1957, was a remarkable woman who ran the Minney business for nearly 30 years after her husband's death.

The former operators who have come back after a definite break, are Grant's Transport Services, Ltd., formerly at Higham Ferrers and now at Irthlingborough. No one need be in any doubt where they run to, for each of their vans has a large map painted on both sides showing the area served. This can be described as Hampshire and counties between there and Northants.

### Extensions Planned

The method of operation is to send two vans a night to Winchester, where the drivers change over and bring back two others. Places in Oxfordshire and the Thames Valley are served direct from Irthlingborough. Long distance work started in 1930, when the concern had already been going for over 30 years. After nationalization in 1949, a fresh start was made in March, 1954. A cowshed had to be used to begin with until a proper deck could be erected in 1957. This is already inadequate and extensions are planned.

The fleet numbers 11 (six B.M.C., four Ford and one Leyland Comet). Mr. W. G. Grant, who owns the business with his two brothers, told me that there has been a reduction in wholesale trade in the footwear industry, with the result that quantities are smaller and deliveries more frequent than they used to be. Another tendency is for manufacturers to use more of their own transport.

Townsend's (Carriers), Ltd., was not nationalized but, during the war, was bought by Mr. Goodey, who already owned Reliance Transport of Wellingborough. The latter was nationalized and has not been restarted. In November, 1959, Mr. Goodey sold Townsends to E. W. Braybrook, Ltd., who are tipper operators with about 30 vehicles. The parcels company also has a fleet of 30, mostly 5-tonners, but with some 7-tonners.

Last August, a new depot for both companies was opened at Higham Ferrers. In addition to excellent offices, a warehouse and an island deck to accommodate 12 vans each side, there is a large area of hard standing and space for considerable development.

Townsends confine themselves to a radius of 60 miles but this means a very big slice of the Midlands. Mr. A. D. Daniel, for many years with the former business of T. H. Clark (Rothwell), Ltd., is the general manager, and Messrs. E. W. Braybrook and D. E. Braybrook are the directors. Mr. Daniel mentioned that his men make considerable use of M1 when going in the Birmingham or London directions.

Frank Willis and Sons (Carriers), Ltd., of Wellingborough, is another metamorphosed undertaking. Like Townsends, the original Willis business, founded in 1891, was bought by Mr. Goodey before nationalization but Mr. Willis, instead of returning, bought W. J. Webb (Transport), Ltd., of Finedon and worked within 25 miles. Mr. Willis died in 1958 and, when his sons succeeded, the name was changed to the present one. About half the company's 24 vehicles are 5-ton Fords; the rest are 5- and 7-ton B.M.C.s and Commer. All are covered except one and three are articulated.



Part of the Greenhithe Road depot of B.R.S. at Leicester.



The pre-war company worked to London and this service is still maintained, but by drivers based on a depot at Edmonton who stay overnight at Wellingborough. At Bristol there is a foreman driver and shunters. The trunk drivers work Wellingborough-Bristol and back in a night. For the nightly service to Glasgow a Wellingborough driver takes a van to Jedburgh, whence a Scots driver takes it on to Willis' depot at Bellshill, Lanarkshire. An additional service is given as required to Tyneside and Tees-side direct from Wellingborough. Edinburgh is served three days a week and Ayrshire frequently. The Wellingborough depot has been in use only three years but is already too small and a fresh site has been bought.

The Willis company has a wide catchment area in the East Midlands, and there is considerable interchange with K. and D. Transport Co., Ltd., of Earl's Barton. Although Mr. R. R. Kearsley, the senior director of K. and D., was in the carrying trade at one time at Rushden, and ran a service to Scotland. K. and D. is really a post-nationalization creation. It started with one vehicle in December, 1953, and now, with its associate—Smith's Transport (Burton Latimer), Ltd.—has 30, all vans.

Oddly enough 16 are used on trunks and 14 on collection and delivery, a reversal of the usual allocation. This is because the nature of the work requires the trunks also to be used for direct deliveries during the day. The vans are mainly Thames of 5-, 6- or 7-ton capacity. A depot with ample room to expand has been built in open country and services are worked to London, the Leicester district, the West Riding and South Lancashire. Shunters are employed at Leeds and Doncaster. During 1960, the company handled 8½ million pairs of boots and shoes.

Finally, I must refer to S. W. Wreford and Sons, Ltd., of Northampton, founded in 1904, who, although members of the Express Carriers' group, do not provide an ordinary local carrier service but specialize in storage and distribution within a radius

of 45 miles. Trunk services are run to London and Lancashire. Spares for the motor trade are prominent in the traffic handled, and good use is made of pallets to deal with the large tonnage of foodstuffs. The Wreford fleet numbers 30, mostly Leylands and Albions. An associated company, W. J. Kiskby (Transport), Ltd., of Lilbourne, Warwicks, has 10 vehicles, including several tippers.

The smalls carriers of the East Midlands certainly have an air of prosperity, which is reflected in the number of new and enlarged depots. The old-time "doghole" is definitely out.

It is obvious, too, that paper work and publicity are much better than before the war. On the accounts side, the practice is now almost universal of supplying customers with consignment notes in triplicate, and returning one of them, eventually priced as an invoice, instead of the old method of writing or typing out all the details. As I started this idea nearly 30 years ago I was particularly interested in the point.

A very notable change is in the size of the vehicles employed. Before 1939, 30- to 50-cwt. vans were in general use for collection and delivery work and 4-tonners were quite common for trunking. Now one sees few vehicles on this work smaller than 5-tonners and trunks are proportionately larger. Vans, naturally, predominate over flats, but, apart from B.R.S., there is very little articulation, even for trunk work. This, no doubt, is because operators have tried to find a dual-purpose vehicle and something shorter than an artic. is needed for the narrow streets of the old towns, and to get into some of the more ancient factories.

What is heartening is to note how many old-established firms have managed to survive in Leicestershire, even though there are few in the sister county. There are not many areas now with so many carriers of 50 or more years' standing.

## Ditched Beer!

*Brewery Heavy Articulated Unit  
Combination Comes Safely Through  
Mishap*

**L**IVES and a precious cargo were saved recently when an experienced articulated unit driver was forced to leave the road with his Atkinson-York Freightmaster combination.

It was early morning on the A6 when the incident occurred about a mile south of Silsoe. Fog had cut visibility down to 15 yards or so, and W. A. Nicholson, a driver for Flowers Breweries, Ltd., was taking things slowly. Mr. Nicholson has a fine safety record, including several Safety First Diplomas from Ro.S.P.A. He was heading north, taking bottled beer from Luton to Grantham, and on his right, traffic heading south was heavy.

### Off Line

Suddenly, directly ahead, he saw a small family saloon car heading straight for him. The driver had obviously pulled out to overtake the dense traffic in front of him, and was now unable to get back into line.

Mr. Nicholson acted promptly to minimize the results of an unavoidable collision and swung off to his left, on to the grass bank. His rapid reaction saved lives, but left his tractor and Freightmaster semi-trailer balanced precariously at a steep angle on the bank.

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*The driver of this Atkinson-York Freightmaster added to an impressive safety record when he took to the ditch. He avoided a head-on collision with a car on its incorrect side. Not one out of 18,000 bottles of beer in the Freightmaster was broken.*



The rest of the story is told by Col. J. Blyth, Group Transport Manager for Flowers Breweries, Ltd.:

"If our driver had not turned off the road immediately he would have met the car head-on. Injuries to the occupants of the car would have been much worse—indeed, it is highly likely that one or more would have been killed.

### A Hawser

"As soon as we learnt of the accident, we sent out another of our fleet of Freightmasters to off-load the one down the bank. The angle of Nicholson's vehicle was so steep that we had to throw a hawser around the trailer to hold it

from toppling over while the beer was transferred.

### Nothing Broken

"We were delighted to discover that not one single bottle of beer was broken, despite the accident. Since acquiring our fleet of Freightmasters, we have already established that they will carry large payloads, with economy, and it came as no surprise to prove that they are rugged, too.

"We could find no evidence of any movement or misalignment of the trailer structure, and once we had the Freightmaster upright, we were quite happy to put her back into service."



## COMMENTARY

by JANUS

## CUT TO THE QUICK

**I**F the early stages of the Road Transport Bill are anything of a guide, the prospects are remote of making it reasonably acceptable to the commercial vehicle operator and driver. The House of Lords, where the measure originated, considered that the Second Reading justified a debate lasting two days. There are experts in that House on many subjects, including medicine and legal procedure, and the knowledge and wisdom they displayed received the grave attention that is often conspicuously lacking in debates in the House of Commons. But with one or two exceptions there was little disposition to attack the Bill or to suggest radical alterations.

"We cannot have two sets of rules of safety, with different standards for good drivers and indifferent drivers," said the Earl of Dundee, who wound up the discussion for the Government. This goes no further than saying that the law must be uniform and no respecter of persons. It overlooks the fact that there is more than one type of road user and that each type presents its own problems. There is certainly a case for having sections of the Bill devoted to particular interests.

A clear example comes to mind as a result of the consternation expressed by commercial operators. Far more strongly than any other road users they have attacked the provision for automatic disqualification following three convictions within three years for any offences out of a list of 23. Some of the offences are grave by any standard; others seem less so. Operators are at one in singling out speeding as the item they would most like to see excluded from the list.

**S**PRINKLED through the debate were tributes to the commercial driver. Lord Faringdon came near to drawing up a classification according to the type of vehicle. He placed lorry drivers at the top, with bus drivers not far behind, if not equal. Next in order came taxi drivers, followed at a considerable distance by the drivers of private cars. Even below these were the drivers of small vans. The purpose of these distinctions was not clear. Lord Faringdon went on to say that he supported the Bill, apparently without noticing that it penalized most strongly the drivers he had selected as being more skilful and considerate than the rest.

The commercial vehicle driver spends most of his working life on the road and covers many more miles than anybody else. Lord Derwent during the debate estimated that many motorists did not drive more than 2,000 miles in a year, whereas the total for the professional driver might easily reach 30,000 or 40,000. The likelihood of being caught out in an offence was several times greater in his case if mileage were the only consideration.

There are other considerations that make the odds even less favourable. The motorist need only watch his speed in built-up areas, or on stretches of road where a special limit is imposed. Except on a motorway the commercial driver is subject at all times to a limit of 30 m.p.h., and he is particularly tempted to go faster and thereby commit an offence on those roads where the more fortunate motorist can forget about his speedometer. The law seems designed to tempt the heavy vehicle driver into transgression and it is well-known that he does not resist the temptation. Lord Hawke, one of the few speakers in the debate who drew attention to this point, went on to say that coaches were a menace on the road unless they kept up a speed considerably in excess of 30 m.p.h.

Complimented on all sides, and the object of considerable sympathy because in his case infractions of the law are almost inevitable, the commercial driver in any event stands to lose most under the new Bill. As the spokesmen for transport associations have already said several times, suspension of his licence, for many other road users no more than an inconvenience, for him spells the loss of his livelihood. While banned from driving he must find another job. By the time he has regained his licence he may have become settled in his new career and in any event may not find it easy, with a gap in his record, to return to driving.

**L**ORD CHESHAM, who opened the debate for the Government, set the tone by stressing the appalling and growing road accident figures, and much of the discussion was concerned with the possibility of reducing those figures by disqualifying bad drivers, whether they erred deliberately or were unfortunate enough to be accident prone. There seemed a fair measure of agreement that the harsher punishments in the Bill would have the desired effect. Little regard was paid to the danger that one result would be to remove many of the drivers in the very categories that received the most praise.

The legislators must obviously think again on this point, whatever the force of their argument as a general principle. The motorist who fails to measure up to the standard of the Bill and loses his licence will usually have to dispose of his car and find some other means of transport. The commercial vehicle operator will carry on his business whether or not some of his drivers are disqualified. He will have to find replacements, possibly in a hurry, and it is more than likely that the new drivers will be less skilful than the old. In such circumstances the Bill will have the opposite effect to what is hoped.

Echoing a point previously made by Lady Wootton, the Earl of Dundee committed the Government to agreement with the opinion that disqualification should be considered "not as a punishment but only as the removal of a privilege for which a driver had shown himself unsuited." In her own speech Lady Wootton expressed her pleasure that it would now be possible, when a driver had exceeded the speed limit three times, to take away his "right" to do it a fourth time. It seems clear from the context that she had the motorist in mind. Whatever the merits of her theory, it seems a pity she made no attempt to assess its applicability in the commercial field.

**I**N general, there cannot be much disagreement with the contention that drivers with undesirable habits, or who fall below a certain level of competence, should be discouraged and in some cases forbidden to drive. The heaping up of punishments, which is the only method the legislators seem able to devise, is extremely clumsy and in some cases positively foolish, even if the punishment is bowdlerized into the "removal of a privilege." The opportunity must be taken in the later stages of the Bill to re-examine the categories into which offences are divided, so as to ensure in particular that the ultimate sanction of disqualification is used only where the offence is clearly one that offends against the canons of road safety.

There must above all be safeguards to prevent good drivers being lost to the road transport industry on purely technical grounds.



(Left) The overall winner, Samuelson New Transport Co., Ltd.'s, 1961 A.E.C./Duple. The picture shows Driver Smith reversing in the final road test. (Right) Driver Smith receiving the Brighton Trophy from the Mayor of Brighton, Alderman A. J. M. Jonsson, J.P., at the presentation of awards on Sunday afternoon.



## Coach-Air Combination Triumphant At Brighton Coach Rally

**N**EW boys made their mark among the major awards at the 1961 British Coach Rally at Brighton on Saturday and Sunday (April 22-23), and it was perhaps fitting in these days of coach/air travel that the overall winner should be in the livery of an air line.

Despite strong opposition from the cracks the Brighton Trophy found a new home with Samuelson New Transport Co., Ltd., Victoria Coach Station, London. Their 1961 A.E.C./Duple looked a picture in the colours of British United Airways, and driver A. T. G. Smith, if not quite so brilliant as the new Northern star, "Coach Driver of the Year" E. Jenkinson, Jr., nevertheless turned in a magnificent performance.

### Jenkinson's Victory

Jenkinson's victory in a 1961 Leyland/Harrington was a triumph for the north western company, Ellen Smith (Tours), Ltd., Rochdale. Both the driving and the coach turn-out were worth going a long way to see.

Sheffield United Tours, Ltd., went one better than last year, when they were runners-up in the *Concours*, and their 1960 A.E.C./Plaxton was this time awarded the highest marks.

No rally story these days is complete without mention of Birmingham's Flight's Tours, Ltd. Winner of last year's *Concours* and fresh from successes at the recent Blackpool National Rally, Mr. F. K. Flight, driving the company's new 1961 A.E.C./Harrington, was again among the prizes, and, but for knocking down a row of markers in test No. 8, must have run the overall winner very close.

But as overall runner-up and winner of the P.S.V. Circle, A.B.C. Coach Guide, Harrington and Associated Weavers, Ltd.,

trophies for the highest placed operator with a fleet of less than 10; highest marks for passenger comfort; highest marks for coach with Harrington bodywork; and highest marks for interior decoration, respectively, Mr. Flight must feel well pleased with his effort.

Southdown Motor Services, Ltd., were deserving runners-up in the *Concours* and their 1961 Leyland/Harrington came in for much favourable comment.

Among the manufacturers, A.E.C. were happy with almost a clean sweep, taking three of the first four major awards, while Leyland also did well with the runner-up in the *Concours* and "Coach Driver of the Year" awards. Harrington-bodied coaches figured in three of these five awards, a fine percentage from 10 entries.

Although the weather was bad on the first day, the second part of the event took place in brilliant sunshine and was watched by a large crowd, who saw the prizes presented by Lord Montagu.

An interesting innovation was a parade of historic vehicles, headed by Watney's famous "Red Rover" four-in-hand stage coach.

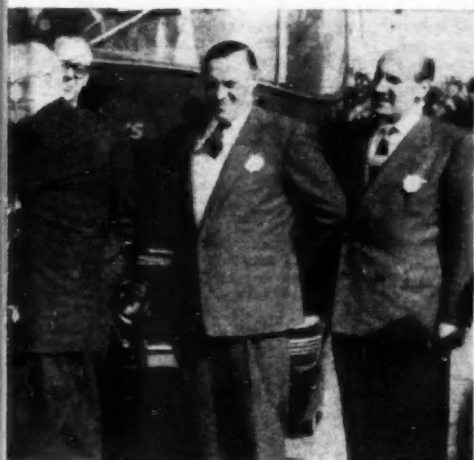
Special awards were made to two entrants, the first, John Monks and Sons, Ltd., Leigh, Lancs, for their courage in entering a 1958 Bedford/Plaxton, still in its original condition, which they had bought second-hand; and secondly to Phyllis Hunt, the only woman p.s.v. driver, competing for Superior Coaches, Ltd., Tottenham, and driving a 1961 Ford/Burlingham.

The driving standard among the 71 entries was generally high and it was pleasing to see four out of seven Lancashire competitors gaining awards with the performance of driver Jenkinson outstanding.



The only Continental entry at this year's rally, the West Belgium Coach Co.'s 1961 Fiat/Van Hool.





"Coach-driver of the Year," E. Jenkinson, Jr., at the start of the final road tests.

triumph  
lly



(Left) Mr. F. K. Flight at the wheel of his company's 1961 A.E.C./Harrington, overall runner-up and winner of four additional trophies. (Right) Winner of Class A (coaches not exceeding 26 ft.), Motorways (Overseas), Ltd., Bedford/Duple, driven by E. Rackham.



#### BRIGHTON RESULTS

##### Overall Awards

"Coach of the Year"—highest aggregate marks in all sections (The Brighton Trophy): Samuelson New Transport Co., Ltd., London; 1961 A.E.C./Duple in the colours of British United Airways; driver, A. T. G. Smith. Also winners of Duple Trophy; driver Smith awarded The Veteran's Trophy, and runner-up in Class 3 driving test award.

Runner-up (The Rawlings Trophy): Flight's Tours, Ltd., Birmingham; 1961 A.E.C./Harrington; driver, F. K. Flight. Also awarded p.s.v. Circle Trophy; A.B.C. Coach Guide Trophy; Harrington Trophy; and Associated Weavers, Ltd., Trophy.

"Coach Driver of the Year" (Transport World Trophy): E. Jenkinson, Jr., Capasco Trophy; Ellen Smith (Tours), Ltd., Rochdale; 1961 Leyland/Harrington. Also awarded Arlington Trophy and runner-up in Class G.

Concours d'Elegance (Clacton Trophy): Sheffield United Tours, Ltd.; 1960 A.E.C./Plaxton; driver, J. Hancock. Also awarded Plaxton Trophy; runner-up (Lister Trophy): Southdown Motor Services, Ltd., Brighton; 1961 Leyland/Harrington; driver, G. Gaterell.

##### Other Awards

##### Road Section and Driving Tests

Vauxhall Trophy: Kenzie's Coaches, Cambridge; 1961 Bedford/Plaxton; driver, C. B. Kenzie.

Commer Trophy: Fred Davis and Sons (Nottingham), Ltd.; 1955 Commer/Beadle; driver, R. E. Davis.

Redex Trophy: Frank Harris (Coaches), Ltd., Grays, Essex; 1961 A.E.C./Harrington; driver, F. W. Harris.

Taylor Trophy: Whitefriars Coaches, Sudbury; 1961 Ford/Plaxton; driver, D. F. Jones. Also awarded the Ford Trophy and Crew Turnout Award for the smartest non-uniformed driver.

Barnard Trophy: Excelsior European Motorways, Ltd., Bournemouth; 1961 Ford/Plaxton; driver, J. Feast.

Yeates Trophy: E. Deakin, Isleworth; 1960 Commer/Ycates; driver, E. Deakin.

##### Class Awards

A (not exceeding 26 ft.): Motorways (Overseas), Ltd., London; 1961 Bedford/Duple; driver, E. Rackham.

B (seating capacity not exceeding 37 with vertical engines): Morden Travel, Sutton; 1961 Bedford/Duple; driver, W. H. Pagan.

C (not exceeding 37 with underfloor engines): Liss and District Omnibus Co., Ltd., Borden; 1960 A.E.C./Duple; driver, H. C. Wilkins.

D (38 and over with vertical engines): Fred Davis and Sons (Nottingham), Ltd.; 1961 Ford/Duple; driver, H. Griffiths.

E (38 and over with underfloor engines): W. Lander and Son, Rainworth; 1961 Leyland/Plaxton; driver, M. R. Lander.

F (special touring coaches): Glenton Tours, Ltd., London; 1961 A.E.C./Plaxton; driver, Y. Strongman.

G (overseas coaches): West Belgium Coach Co., Oostend; 1961 Fiat/Van Hool.

##### Crew Turnout Awards

Smartest Crew: Glenton Tours, Ltd.

Smartest Courier: J. B. Tatlock and Son, Ltd., Whitefield, Manchester.

Smartest Driver: Fred Davis and Sons (Nottingham), Ltd.



**Expansion Trends in Haulage****Another Scottish Switch**

SCOTLAND features another bid for a big contract-A to a licence switch this week, J. and A. Smith of Madiston, Ltd., seeking a new A licence for 26 rigid and artics. (174½t). Also north of the border, G. Tait and Son, Ltd., Edinburgh, apply for a new A licence for 12 vehicles (57½t) to replace the C licence of E. Chalmers and Co., Ltd.

Other important applications include a contract switch by J. Bagnall, Manchester, who seek alternative A or B licences for six vehicles; one by Lenham Storage Co., Ltd., in the Metropolitan area to add eight artics. to A licence; and a new application by F. L. Fox, Marple, in the North West for an A licence for four vans with a wide normal user.

**SCOTTISH (NORTH)****Applications**

SN 15/4/1.—**Alexander Watt**, Cromdale, new A lic. 1 veh. (4t) products of Tormore Distillery. Advie, 25 per cent. to Aberdeen area and 75 per cent. to Glasgow and Edinburgh.

SN 15/4/2.—**John Hutchison and Son (Haulage)**, Ltd., Dunfermline, B var. add 4 T (20t).

**SCOTTISH (SOUTH)****Applications**

SS 15/4/1.—**George Tait and Son, Ltd.**, Edinburgh, new A lic. 7 veh. (31½t) 5 artics. (25½t) goods for E. Chalmers and Co., Ltd., within G.B., but south of a line between Dundee and Garschhead. It granted Chalmers C lic. surrendered.

SS 15/4/2.—**J. and A. Smith of Madiston, Ltd.**, new A lic. 12 veh. (76½t) 1 trl. (2½t) 14 artics. (97½t) e.s., G.B. If granted contract-A lic. surrendered.

SS 15/4/3.—**William Morrison**, Port Glasgow, new A lic. 1 veh. (1½t) light boxed e.s. between Port Glasgow and principal English towns.

SS 15/4/4.—**C.R.S. Transport, Ltd.**, Glasgow, A var. add 2 veh. (8t) g.s. mainly between Glasgow and Lancashire areas.

SS 15/4/5.—**Robert Pollock, Ltd.**, Glasgow, B var. add 6 veh. (24t).

**Correction.** SS 1/4/5.—**William Cumming (Haulage)**, Ltd., Paisley, veh. position should read—8 veh. (29t) 4 artics. (19½t).

**NORTH WESTERN****Applications**

NW 14/4/1.—**Tees-side Carriers, Ltd.**, Liverpool, new A lic. 2 artics. (10t) collection and delivery of goods for own trunk services within 35 miles.

NW 14/4/2.—**J. Bagnall**, Manchester, new A lic. 6 veh. (38½t) and 2 trls. (7t) scrap, scrap metals and machinery; Manchester district, Merseyside, Midlands, London area, Lancashire and occasionally North East; alternative app., new B lic. 6 veh. (38½t) and 2 trls. (7t) scrap, scrap metals and machinery, all within 225 miles. Now on contract-A lic.

NW 14/4/3.—**F. L. Fox**, Marple, new A lic. 4 vans (16t); mainly chemicals, plastics, furniture, household effects, motor cars, oils and greases; Lancashire, Yorkshire, Cheshire, London area, Glasgow area, Midlands and South Wales.

NW 14/4/4.—**British Railways**, Morecambe, A var. add 1 veh. (2½t).

NW 14/4/5.—**Storey Bros. (Haulage)**, Ltd., Eccles, A var. add 2 artics. (17t).

NW 14/4/6.—**G. Sweeney (Transport)**, Ltd., Rochdale, add 1 veh. (3½t).

NW 14/4/7.—**Telltrails, Ltd.**, Chorley, new B lic. 11 T (51½t) quarry stone, crushed stone and sand from Fletcher Bank Quarry, Ramsbottom, to L.C.C. road workings at Padiham for United Gravel Co., Ltd.

NW 14/4/8.—**J. A. Flanagan**, Urmston, new B lic. 1 veh. (2t) g.s. within 40 miles.

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NW 14/4/9.—**McCarthy Haulage, Ltd.**, Wrexham, B. var. add 3 veh. (11½t) also add to conditions —goods for Adam Lythgoe within 60 miles; goods for C. Clutton and Sons, as required. Vehs. now on contract-A lic.

**Decisions**

NW 20/1/3.—**A. Addison and Co., Ltd.**, Preston, A. var. add 3 artics.—1 granted.

NW 2/12/3.—**W. and J. Parker (Haulage Contractors)**, Ltd., Bolton, A var. add 4 vehs.—2 granted, including 1 art.

NW 25/11/7.—**W. E. Massey**, Northwich, A var. add 2 artics. withdrawn.

**EAST MIDLANDS****Applications**

EM 19/4/1.—**Challens (Oakham)**, Ltd., A var. add 2 veh. (10t 4c) agric. produce and requisites within 120 miles.

EM 19/4/2.—**P. E. Wigg**, Aylesbury, new B lic. 1 veh. (1t 4c) Land Rover; 1 hiring allowance (1t 4c) Land Rover and 1 trl. (2t) (low-loader recovery), towing and carriage of living vans, any distance.

**WEST MIDLANDS****Applications**

WM 13/4/1.—**Alfred Bell, Ltd.**, Newcastle upon Tyne, base—Brierley Hill, new A lic. 5 vans (17½t); distribution of consumer goods from own warehouse at Kingswinford within 150 miles. App. WM 16/3/1, withdrawn.

WM 13/4/2.—**Weston Transport (Ross)**, Ltd., new A lic. 2 artics. (16t) mainly steel, agric. goods and building mats.; Midlands, London, North Eastern, East Midlands and Southern Counties.

WM 13/4/3.—**The Direct Transport**, Oswestry, A var. add 1 veh. (7½t) steel, cattle foods, building mats., drums, whey powders and round timber; London, Midlands, Southern, Northern and Wales.

WM 13/4/4.—**J. A. Gammon**, Bridgnorth, new B lic. 1 veh. (2t) mats. and finished components, machine parts, connected with engineering; Birmingham, London and Liverpool.

WM 13/4/5.—**Latham Haulage Co., Ltd.**, Rytton-on-Dunsmore, B var. add 2 tankers (9t) bulk cement within 50 miles.

**Decisions**

WM 16/2/2.—**A. E. Merrett**, Tyseley, B var. add 1 veh., granted.

WM 16/2/1.—**Hingley Haulage**, Birmingham, new B lic. 12 vehs., withdrawn.

WM 23/2/5.—**Dean Transport**, Brierley Hill, new B lic. 1 veh., withdrawn.

**SOUTH WALES****Applications**

SW 19/4/1.—**E. Evans**, Gwaun-Cae-Gurwen, A var. add 1 T. (4½t) all goods, South Wales traffic area.

SW 19/4/2.—**E. Lewis and Son**, Pontardulais, add 2 artics. (11t) coal, coke, manufactured fuels and steel; London area and Midlands. Now on contract-A.

SW 19/4/3.—**Pritchard and Mapp**, Crickhowell, new B lic. 1 veh. (6t) container (2½t) livestock and all farm goods within 40 miles.

SW 19/4/4.—**Davies Bros.**, Llanelly, new B lic. 2 veh. (8½t) all goods within 35 miles.

**EASTERN****Applications**

E 17/4/1.—**A. J. Hayward and Son Ltd.**, Colchester, A var. add 1 art. (4½t); alternative B var. add 1 art. (4½t) goods for Moler Products, Ltd., Colchester.

E 17/4/2.—**W. H. Sexton Junr., Ltd.**, Elmstead, A var. add 1 art. (4½t); alternative B var. add 1 art. (4½t) goods for Moler Products, Ltd., Colchester.

E 17/4/3.—**Harold Wood and Sons, Ltd.**, Bave—Caovey Island, new B lic. 1 tanker (9½t) petroleum products, United Kingdom.

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c, cwt.; e.s., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

E 17/4/4.—**Pointer's Transport Services, Ltd.**, King's Lynn, new B lic. 1 art. (4½t) with insulated container; agric. produce, frozen foods within 5 miles.

E 17/4/5.—**G. W. Martin**, Black Notley, B var. add 1 veh. (4t) with livestock container.

E 17/4/6.—**Pointer Tanker Services, Ltd.**, Norwich, B var. add 1 tanker (9½t).

**WESTERN****Applications**

W 18/4/1.—**Lowell Baldwin (Transport)**, Ltd., new B lic. (a) Bath, 2 veh. (5t 16c) g.s. within 35 miles. (b) Bristol, 6 veh. (17t 17c) building and road mats. within 100 miles with 3 veh. (10t 3c); g.s. within 35 miles with 3 veh. (7t 14c). (c) **Weston-super-Mare**, 2 veh. (6t 9c) building and road mats. within 100 miles. All now on C lic.

W 18/4/2.—**A. J. Stock and Sons**, Hallatrow, B var. add 1 veh. (1t 18c) g.s. within 20 miles. Now on C lic.

**Decisions**

W 21/2/10.—**F. Cook and Son (Winterbourne)**, Ltd., new B lic. 1 veh., granted.

W 21/2/11.—**Stan Buti Transport**, Bristol, B var. add 1 veh., granted.

W 21/2/7.—**R. J. Hacker**, Bristol, new B lic. 1 veh., refused.

W 21/2/15.—**R. L. Starr**, Frome, B var. add 1 T., granted.

W 21/2/8.—**W. C. Tuck**, Cairncross, new B lic. 1 T., granted.

W 21/2/12.—**J. T. Carpenter and Sons**, Crudwell, B var. add 1 T., granted.

W 14/2/5.—**T. J. Parsons**, Cannington, new B lic. 1 veh., refused.

W 21/2/9.—**D. J. Gwilliam**, Edington, new B lic. 1 veh., withdrawn.

W 31/1/5.—**Callington Carriers**, new B lic. 1 veh., granted.

W 31/1/3.—**Coastal Roadways, Ltd.**, Plymouth, A var. add 1 veh., granted.

W 7/2/34.—**W. E. A. Rogers**, Plymouth, new B lic. 1 veh., refused.

W 21/2/16.—**C. H. Taylor**, Holsworthy, B var. of conditions, granted.

**METROPOLITAN****Applications**

M 13/4/1.—**L. Hines**, S.E.16, new A lic. 1 veh. (3t) g.s. mainly within 200 miles.

M 13/4/2.—**B. J. C. Westcott**, Watford, new A lic., 4 tankers (23t) bulk cement for The Tunnel Portland Cement Co., Ltd., England and Wales.

M 13/4/3.—**Everley Bros., Ltd.**, Hayes, A var. add 2 artics. (14t) g.s., building contractors and civil engineering plant, within 200 miles, occasional longer journeys.

M 13/4/4.—**P. and M. Kaye, Ltd.**, E.2, A var. add 4 artics. (28t) g.s. 300 miles, occasional longer journeys.

M 13/4/5.—**Monkton Motors, Ltd.**, Uxbridge, A var. add 2 tankers (11½t) bulk liquids, G.B.

M 13/4/6.—**D. M. A. Sando**, Enfield, A var. add 1 veh. (3½t) g.s. within 70 miles.

M 13/4/7.—**A. L. and M. Levy**, E.1, new B lic. 1 van (4½t) new and second-hand furniture, household goods, within 295 miles, occasionally Scotland.

M 13/4/8.—**Margaret Transport and Clearing House, Ltd.**, Grays, new B lic. 4 veh. (10t) bricks, tiles, timber, fertilizers and steel within 200 miles.

M 13/4/9.—**S. Smith and Co. (Downham Road)**, Ltd., B var. add 3 tilt trucks (8½t) g.s. within 25 miles of Islington.

**SOUTH EASTERN****Applications**

SE 13/4/1.—**C. A. Haffenden**, Snodland, new A lic. 3 T. (23t) scrap metal within 150 miles.

SE 13/4/2.—**S. B. Carey, Ltd.**, Bexhill-on-Sea, A var. add 2 veh. (5t) e.s. and meat; London, Haslemere, Rye, Bexhill to take over A lic. Haslemere General Carriers with N.U. g.s. and meat cartage under contract of United Carriers, Ltd.

SE 13/4/3.—**Coulling Bros.**, Lenham, A var. add 2 vehs (6½t) 1 van (1½t) 2 containers (2½t) and 1 art. (7t).

SE 13/4/4.—**Lenham Storage Co., Ltd.**, A var. add 8 art. (42t).



# WINTER OR SUMMER PETROL OR DIESEL

See how you save with

Transport operators everywhere are rapidly changing to today's finest engine oils—the new SAE 10W/30 BP ENERGOL MULTIGRADE OILS designed specifically for use in engines in good mechanical condition. You too can now use *one* oil all the year round even on mixed fleets of petrol and diesel vehicles—and just see what you save!

## SAVE

on fuel. Under stop-start conditions you can save up to 10%. You can get worthwhile saving on long distance work too.

## SAVE

engine wear. Immediate oil flow, even at lowest temperatures, saves abrasive and corrosive wear occurring during engine "warm-up".

## SAVE

on battery life and starter-ring wear through easier starting under all conditions.

## SAVE

time and money. You need buy only one oil for diesel and petrol vehicles and you cut out all the bother of inter-season oil changes.

There are 2 Grades:—BP ENERGOL DSI MULTIGRADE for engines requiring "Supplement 1" lubricating oil and BP ENERGOL DD MULTIGRADE for engines requiring oil with less additive.



BY APPOINTMENT TO  
HER MAJESTY QUEEN ELIZABETH II  
SUPPLIERS OF LUBRICANTS SINCE 1885

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**THE POWER PETROLEUM CO. LTD**

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# NEW FEATURES BETTER PRICE

What better reason for taking a closer look at the Dodge 7 tonner for '61. With the new 354 cu. in. diesel, prices are down over £200†. Yet the specification now includes a high tensile steel frame for extra load support . . . rear helper springs as standard fitment . . . and more power wedded to a five-speed gearbox for peak performance.

With a single-speed axle, the maximum gradient climbable is 1 in 4 $\frac{3}{4}$ , top speed over 55 m.p.h. That's real operating flexibility for faster schedules with maximum loads. Remember too, the big capacity 354 cu. in. diesel is always working well within its limits for greater fuel economy and a longer working life.

So take a closer look at the Dodge 7 tonner. Compare specifications—the engine capacity and transmission for instance. To achieve the same operating efficiency as a Dodge, you may well have to specify optional extra equipment—such as a five-speed gearbox and probably a two-speed rear axle. On a cost per ton/mile basis the Dodge with the built-in bonuses will save you money all the time.

Made in Britain and made to last, the Dodge 7 tonner is just one of the 48 Forward and Normal Control models lined up to serve you in '61. Tough, powerful, dependable Dodge!

†FIRST ANNOUNCED AT THE EARLS COURT COMMERCIAL VEHICLE SHOW

## **NEW 354 CU. IN. (5.8 LITRES) DIESEL**

*New 354 cu. in. diesel (available 7 and 8 ton models, also tractors), develops 112 b.h.p. at 2,800 r.p.m. Direct injection for maximum fuel economy . . . distributor type injection pump with built-in automatic advance and retard mechanism for optimum performance . . . long life, quiet operating helical timing gears . . . and hydraulic governor for uniformity of fuel delivery control—these are among its many quality features.*

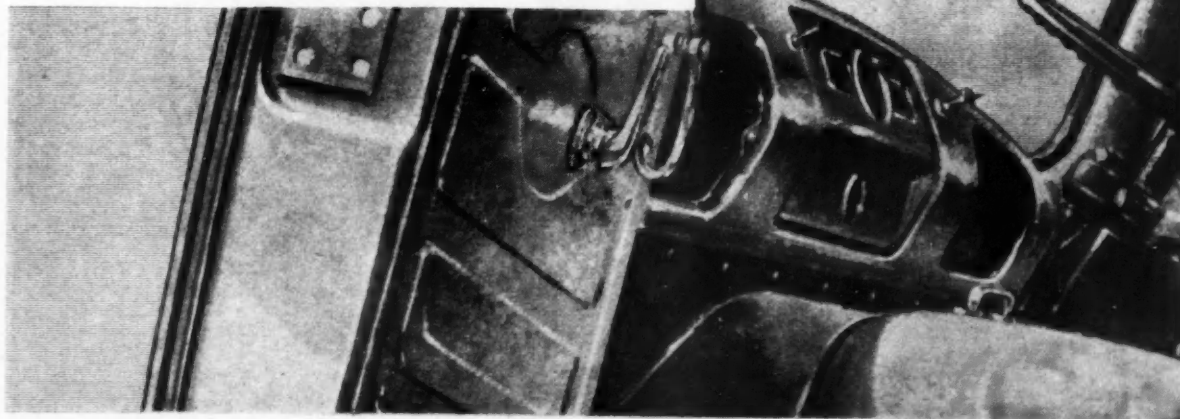


#### COMPARE THIS DODGE SPECIFICATION

The Dodge 140j in. wheelbase 7 tonner with 354 cu. in. diesel engine.

	DODGE	
Designated load	7 tons	
Designated G.V.W.	23,000 lb.	
Diesel power unit	354 cu. in.*	
Clutch	13 in. dia., hydraulic actuation	
Transmission	Five-speed	
Chassis frame	High tensile steel	
Suspension	Dual rate front and rear	
Rear helper springs	Standard	
Tyre equipment	8.25-20, 12-ply	
List price—Chassis/cab	£1,429.0.0	
Extra for five-speed gearbox	Standard	

\* Also available with 305 cu. in. diesel (Chassis/cab £1,359) and 351 cu. in. diesel (Chassis/cab £1,576)



**...YOU SEE MORE AND MORE ON THE ROAD**

# THE **Heavier**

*YOUR LOADS*

THE MORE YOU NEED

## **DUNLOP**

**GIANT TYRES**



The heavier the load the greater the stress on the tyres. For complete reliability, very long mileage and maximum safety choose from the Dunlop range of Giants. There is a tyre for the heaviest load, a tyre for the roughest roads, in fact, a tyre individually built to suit *your* needs.





Letters to the Editor

# Here's Why Response is Poor

THERE are three main factors which contribute to the poor response of entrants for the road transport examinations of the Royal Society of Arts. They are the absence of adequate advertising of the scheme; the lack of opportunity to study under the guidance of a tutor; and the inability of managements to appreciate the value of the scheme.

I am a driver employed by a manufacturer having more than 1,200 vehicles distributed throughout the country. Over three years ago I approached my works welfare officer and asked whether he could write for particulars of the scheme. At that time I had only a vague idea of the scheme, and did not know of the address to which I should write. After asking the welfare officer many times I was told by him that he had written two letters, one of which had not been answered, and the other informing him that no scheme on the lines that I had suggested was in being.

I decided that the only course was to take, each week, *The Commercial Motor* and peruse this from cover to cover until the information I required turned up. I was then able to write to the Royal Society of Arts for the syllabus and examination particulars.

My next difficulty was the finding of suitable tutorial facilities. There were no evening classes suitable, although there was one establishment, some 18 miles from my home, that catered for the passenger side of the industry.

I was able eventually to enrol for a course, taking two subjects, with a correspondence college. Proving successful in these two subjects, I enrolled for a further two subjects the following year and achieved even greater success. In September, 1960, I attempted to enrol for two more subjects, one of which was a third-year course. Unfortunately I was informed by the college that all third-year courses had been discontinued.

After several abortive letters to various bodies I decided that the only course was to attempt to collect the necessary information and build up a course of study of my own. With the aid of as many periodicals as I could get hold of, including *The Commercial Motor*, whose articles have been of immense value, and a visit to practically every public library I came to on my travels, I managed to build up a series of lessons for study.

Unfortunately there is a pitiful lack of books on the subject of road transport and I have therefore been unable to get adequate information on some items of the syllabus. Nevertheless I have entered for this year's examinations and I am hoping for the best.

The inability of managements to appreciate the value of drivers having a good all round knowledge of transport affairs can best be summed up by the remark: "I can't see how such a course can help you to drive any better." Chadwell St. Mary, Essex.

H. H. PERRY.

## The State Pension Scheme

THE article "State Pensions, In or Out?" in your issue of March 31 contains a number of errors which I am sure you will wish corrected for the sake of readers who may be acting upon the information given.

All the contribution figures in the tables at the end of the article are incorrect. They are apparently based on the rates established by the National Insurance Act, 1959, which were to have operated from April 3, 1961. The 1960

Act established new rates to operate from that date and these are shown in leaflet N.I.117.

With reference to contracting-out in the opening paragraph, it should be noted that the issue of a certificate by the Registrar can be based on a self-administered scheme (or a friendly society or industrial and provident society scheme), as well as an insured scheme. The benefits which must be ensured do not have to be "graduated." I should add that there is no such thing as contracting-in; all employees aged 18 or over earning over £9 a week will pay graduated contributions unless contracted-out.

In item 3 in the first column it should be stated that the 4½ per cent. of the excess over £9 applies to earnings up to £15—a range of £6. At the foot of the second column you say that "when an employee leaves, all that is necessary for the employer to do is to hand him his cards, whereon it will be shown that his contributions for his contracted-in pension have been fully paid and are up to date." Employers need not (though they may if they wish) enter the graduated contributions on the annual certificate of pay and tax (form P.60) issued to their employees. The Ministry will send statement of account direct to employees who are recorded as having paid graduated contributions.

The last sentence in the first paragraph of the third column is incorrect. In the event of an employer changing his method the insurance company must be notified at once, and it will be necessary to notify the Ministry of Pensions and National Insurance that condition (b) is satisfied.

London, W.C.2.

F. HAMER,

Senior Information Officer,

Ministry of Pensions and National Insurance.

## Elderly People's Tours

WE, as small operators, have recently applied to the Yorkshire Traffic Commissioners for permission to operate a series of elderly people's tours from Normanton Yorkshire, which is a town of some 20,000 inhabitants.

There are no such services in operation from our town, but our application nevertheless attracted objections from several large coaching combines. The application was not made with the intent of abstracting traffic from other operators, but simply to take our own township's elderly people on holiday.

The application was for "Elderly people above 55 years of age," and we were quite prepared to have this stipulation made on our licence. But from what I gather the Commissioners are unable, or do not desire, to stipulate a licence in these terms.

The objectors have picking up points in nearby towns which are accessible by normal stage carriage services, but this entails early departure from Normanton, extra luggage handling, inconvenience, and standing about.

We presented witnesses in court who could speak of these inconveniences, and also of the fact that in the period of our proposed operation (April, May, September and October) a lot of the objectors' dates on similar services were booked up. We had 31 supporting letters from various organizations. Also we had over 3,000 signatures, along with the support of our local council in the form of the chairman and the clerk.

(Continued on page 418)

The objectors argued in court that their services were not booked up on the dates mentioned by the witnesses, and that if our application was granted their existing services would suffer from abstraction.

Does this mean that because only the large monopolizing concerns have licences, the small operator should not be allowed to expand his business? He does not stand a fighting chance in the traffic courts of today.

We are in the course of a preparation of an appeal in this particular case, and are very strongly backed by our own community. Having recently received the transcript of our previous hearings (58 pages), I wish to remark on the chairman's decision at the end of the case, which reads as follows:—

"The application has not been made out, and is refused. We make the suggestion that existing operators should apply for a facility from Normanton."

This is, in our view, an invitation to monopoly.

Since our application the objectors have taken the opportunity offered to them and applied for facilities from Normanton, to which we have made objections in view of our appeal. But the little operator fighting such large concerns is like a mouse fighting an elephant.

Normanton, Yorks.

B. GILLARD,  
Gillards of Normanton.

### Spare Wheels

I WONDER how many heavy-vehicle designers have ever tried changing the spare wheels of their products? Admittedly the spare wheel is not required every day, but a 10.00-in. tyre and wheel is no light weight. A simple winch makes it a one-man job. Why don't more people fit them? Manchester.

M. J. FREDERICK.

## Increased Capacity Freightmaster

*York Trailer Co.  
Development on  
Van Semi-Trailer*

THE latest development by the York Trailer Co., Ltd., Corby, Northants, is the manufacture of a version of their Freightmaster integral van semi-trailer on which the body floor is lowered from a point immediately behind the landing gear to the rear end. One result of this is to give an increase in capacity of some 14 per cent. over the standard Freightmaster.

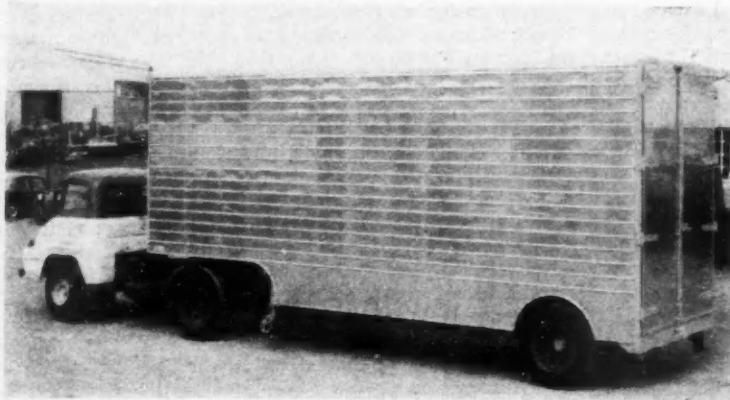
There are four models of the Drop Deck Freightmaster, as the new design is called. These are designed for payload capacities of 8, 10, 12 and 14 tons, the first incorporating a Scammell automatic coupling and landing gear, whilst the last three have S.A.E. fifth-wheel couplings and vertical landing gear.

### Slight Variations

Although there are a number of variations between the four models—mainly in regard to axle capacities, brake sizes and tyre equipment—in general, dimensions are identical. The only exception is the height from the ground of the front section of the body floor, which in the case of the 8-ton model is 6 in. greater than on the other three. This difference is to accommodate the automatic coupling gear, and results in there being a 7-ft. 6-in. interior height and a 2-ft. 3-in. drop in the floor on the 8-ton model, compared with an 8-ft. interior height and a 1-ft. 9-in. drop on the 10-, 12-, and 14-ton-capacity units.

All four models have an overall height of 12 ft. 6 in., an interior height in the rear portion of 9 ft. 9 in. (floor height at the rear is 2 ft. 9 in.), and 7-ft. 6-in. (standard) or 8-ft. (optional) overall widths.

c32



*The York Drop Deck Freightmaster shown with reeded side panels. In standard form the panels are flat sheets.*

Internal wheel-boxes measure 3 ft. 7 in. long, 1 ft. 10 in. wide and 1 ft. 7 in. deep; lengths available are 22 ft. to 28 ft. on the 8- and 10-ton units, and 22 ft. to 40 ft. on the 10- and 12-ton units.

Capacity of the 26-ft.-long Drop Deck Freightmaster is 1,693 cu. ft., compared with 1,483 cu. ft. for the same length standard Freightmaster. The unladen weight of this length Drop Deck unit is approximately 3 tons 2 cwt.

General construction of the Drop Deck Freightmaster is the same as the standard single-axle flat floor model. Axle, suspension, landing gear and the method of frameless construction are identical. In addition, the body is built with similar components and alloy extrusions, and, as with the standard Freightmaster, sides, roof, front end and rear doors are of 16 s.w.g., 60S Alclad aluminium alloy sheet.

Side framework of the body is of extruded aluminium alloy posts at 2 ft. centres. These can be located internally or externally. The roof, which has a camber of only 1½ in., is of one-piece construction and skylights can be incorporated if required.

Full-height, full-width rear doors, closing against rubber seals, are fitted as standard, but a drop tailboard and a spring-loaded upper flap can be fitted if required.

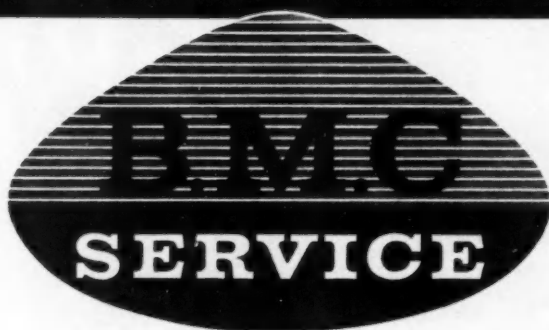
Flooring of both Drop Deck and Standard Freightmaster is of 1 in. nominal thickness hardwood laid longitudinally on the pressed steel cross-members of the sub-frame, which are at 1 ft. centres.

### Low-loading

Main advantages of the Drop Deck Freightmaster are the low-loading height and the consequent low centre of gravity, and extra capacity. These will be beneficial particularly to operators engaged on furniture removal and the carriage of goods of varying sizes.

Where palletized goods or large packages of a standard size are carried, however, the varying floor heights and wheel boxes will be an inconvenience, and will preclude the use of fork-lift trucks for loading. However, the standard Freightmaster is ideally suited for this type of loading.

Get the most out of your B.M.C. vehicles with



GENUINE PARTS

REPLACEMENT UNITS

FACTORY-TRAINED MECHANICS

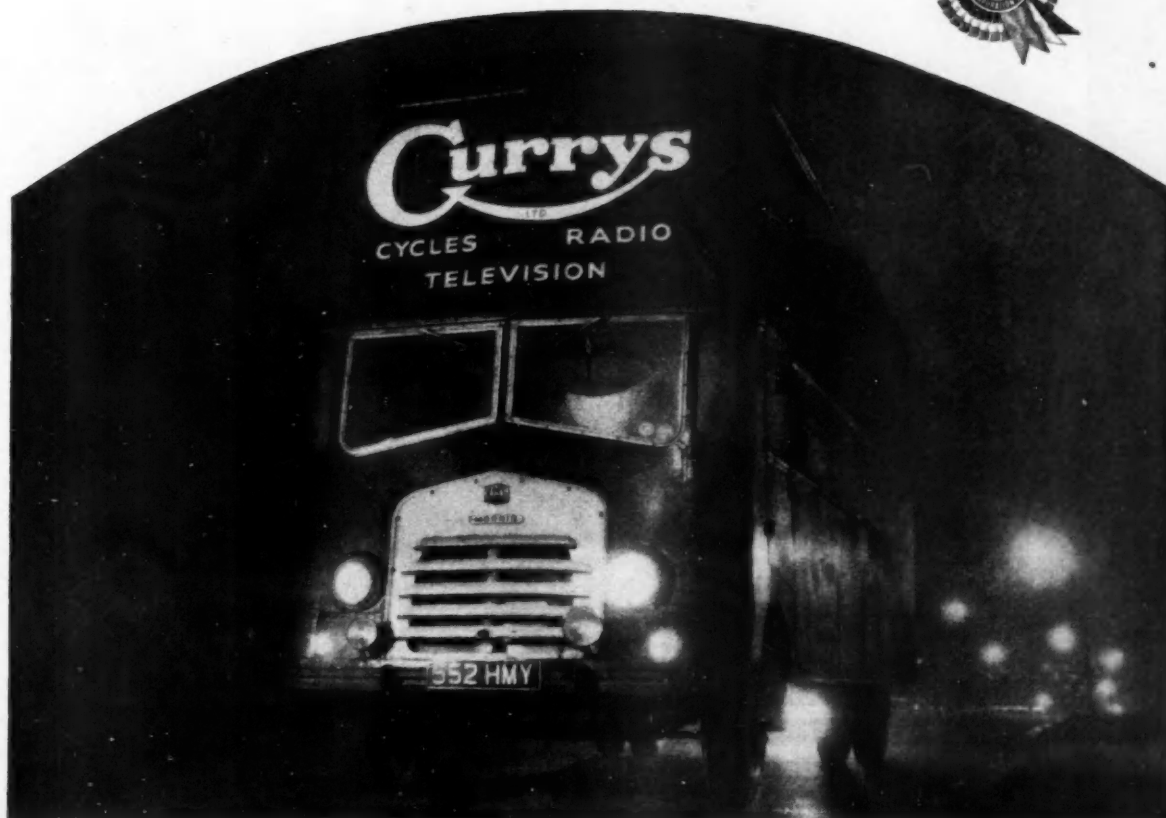
TECHNICAL SERVICE

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Behind every B.M.C. vehicle there is the finest maintenance and repair service you can get. It includes the immediate supply of a B.M.C. Genuine Part, made and machined with the same precision as the original and warranted for 12 months, Replacement Units, Approved Accessories, a highly efficient "Vehicle-off-the-Road" service and regular Service Weeks covering the B.M.C. marques. Your B.M.C. Dealer, with factory-trained mechanics working for him and B.M.C. Service Ltd. behind him is your best ally in getting the most earning-power out of your B.M.C. vehicles.

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**YORK**

*The only trailer manufacturer  
offering a complete range of  
frameless semi-trailer vans*

**YORK TRAILER COMPANY LIMITED, CORBY, NORTHANTS**



# YORK DD FREIGHTMASTER

*extends this unique design to MANY MORE TRADES*

**WITH THE INTRODUCTION OF DROP-DECK FREIGHTMASTERS, YORK OPENS UP A NEW FIELD FOR MORE BIG CAPACITY CARRIERS**

**\* EXTRA CAPACITY**

See the examples of the sheer bulk carrying capacity of these new frameless vans. And remember! Every foot is usable — the FREIGHTMASTER squared-off interior ensures this.

**\* WEIGHT CAPACITY — TOO!**

Like all other FREIGHTMASTERS, the DD is also built for sheer tonnage. Tremendous strength and rigidity with unitised aircraft-type construction.

**\* LESS WEIGHT**

No chassis frame. Integral design plus high strength lightweight aluminium alloys give the DD FREIGHTMASTER a weight hardly more than most ordinary platform trailers! Hundreds of pounds saved over old style, chassis-mounted bodies.

**\* LOW LOADING HEIGHT**

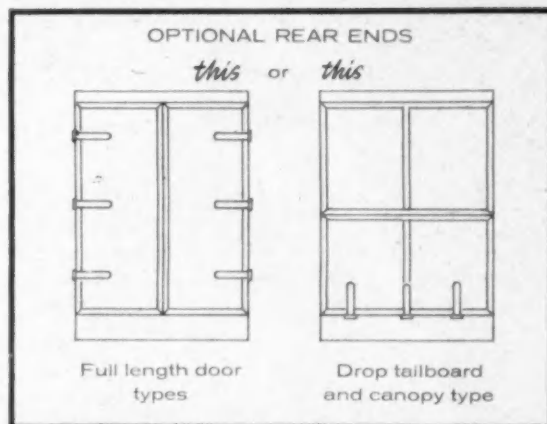
The DD FREIGHTMASTER is especially designed for those industries requiring lower loading (where the clear level floor of conventional FREIGHTMASTERS is not essential.)

**\* ONE STOP TRANSACTION**

All FREIGHTMASTER vans are a one-stop investment. One responsibility, one guarantee. Integral design saves time and money.

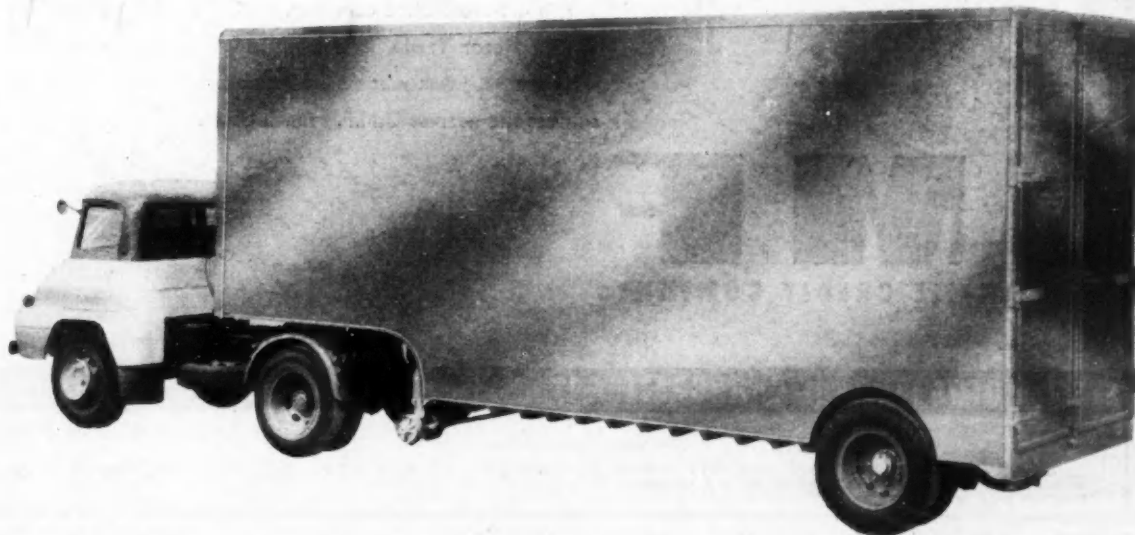
**\* PRESTIGE**

Nothing—but nothing—compares with the sheer good looks of the FREIGHTMASTER on the highway. Hundreds, already in service, prove the value of these gleaming big carriers as impressive advertisements for the organisations they serve.



Available in interior or exterior post types; or with open top for overhead loading.

EXAMPLES		
HUGE CUBIC CAPACITY	Van size	
	26 ft. length =	1695
	7' 6" width =	cu. ft.
	27 ft. length =	1930
	8' 0" width =	cu. ft.
—and it's all <b>USABLE</b> cubic capacity—thanks to FREIGHTMASTER squared-off interior		





## ROAD TO PROSPERITY

We can be justly proud of our new motorways. They are the start of a countrywide movement towards greater efficiency in transport conditions and with them comes the need for up-to date vehicles in first-class mechanical condition.

Are you thinking of a new vehicle or an addition to your fleet? If so, why not conserve your capital and utilise the hire purchase facilities offered by United Motor Finance?

This old-established company, well known and respected by the Motor Trade, is recommended by dealers all over the country. Ask your dealer for details of their terms or contact the nearest U.M.F. branch office.

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A MERCANTILE CREDIT COMPANY

**UNITED MOTOR FINANCE CORPORATION LTD., Stoke Park House, Slough. Tel: Slough 23321**

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## New Equipment and Publications



## Injector Testing Device

A RECENT addition to the range of testing equipment manufactured by Leslie Hartridge, Ltd., 151 Great Portland Street, London, W.1, is the Hartridge Poptest.

This machine has been designed to make easier the testing of oil-engine injector nozzles and is said to eliminate complications in this work. It can be used for the testing of the full range of injectors, including those with Pintaux and similar nozzles. Other features of the

unit are a special self-priming pump which gives instantaneous fuel delivery at any position of the operating lever, and an output adequate for the testing of nozzles with both small and large flow rates.

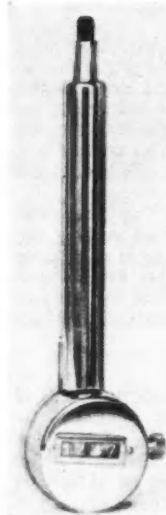
The pressure gauge is graduated from 0-400 atmospheres and 0-5,900 p.s.i. and quick-grip injector connectors, which are said to give a perfect oil seal when tightened by hand, are fitted.

Approximate cost of the Poptest complete is £20.

*The Hartridge Poptest injector tester is suitable for the testing of the full range of injector sizes, including those with Pintaux and similar nozzles.*

## Aid to Stock Checking

AN INSTRUMENT which will be a considerable help in any type of stock-taking is now marketed by Hellerman, Ltd., Gatwick Road, Crawley, Sussex.



Called the Hellerman Mark Counter, the instrument marks each item as it is counted. This is done by depressing the felt tip against the stock being checked. A spot of ink is left on the article and at the same time the number counted is recorded.

Five pens having different coloured inks are supplied with each mark counter. Changing from one colour to another is said to be a simple matter.

The price of the instrument complete with the spare pens and a plastic case is £10 5s.

110B, which cost £25, £33 and £40 respectively.

## Safer Ladders

A FITTING designed to make ladders safer is now marketed by Heafield Industries, Ltd., Spa Lane, Derby. These fittings, which are known as Ladder Feet, are made of heavy-duty rubber and are attached to galvanized castings which are fitted to brackets mounted at the bottom of the ladder. The pad assemblies can be detached, if required, by means of a thumb screw.

A pair of Ladder Feet costs £1 5s. and replacement rubber pads are 8s. 5d. a pair.



*Ladder feet are fitted to the bottom of a ladder as shown here.*



*Churchill & Co., Ltd., have introduced the portable pressure greasing equipment shown in use here.*

strokes are said to give a high volume feed of 1.21 c.c. per stroke.

The die-cast pressure container has a stove-enamel finish with brass fittings and a capacity of 3 lb. of grease. A shoulder strap is fitted and the hose is of reinforced P.V.C.

A number of accessories is available including various extensions and a gun for oil filling. Basic retail price of the equipment is £22 10s.

## Electric Welding Sets

A RANGE of electric welding sets has been introduced by Taylor Bros. (Yorkshire), Ltd., 32 Baker Street, Middlesbrough. Details of the sets are included in a brochure now available from the concern.

Sets ranging in price from £25 to £199, including accessories, are given, the smaller ones having capacities of from 70 amp. to 180 amp. and able to be used from 15-amp. power points. All sets are readily transportable, the larger ones being mounted on wheels.

A free trial scheme is operated at the three smallest sets—the M.C.70, 110 and

## Portable Pressure Greasing

THE latest addition to the range of equipment made by V. L. Churchill and Co., Ltd., Great South West Road, Feltham, Middlesex, is their No. 75 de luxe Portable Pressure Greasing equipment.

This is a self-contained unit, with a built-in pump, a pressure gauge and a dual-purpose gun. A pressure of 13,000 p.s.i. is claimed to be developed at the gun when used with a short stroke. Long

## In New Packs

THE makers of Rocol Molyspeed now produce molybdenum disulphide oil additive in a 4-oz. polythene bottle to supplement their existing 10-oz. can. This is intended to facilitate the application of the additive to gearbox, rear axle and steering box oils. Retail price of the 4-oz. bottle is 7s. 6d.

Also introduced by the same concern is a plastic tube containing 8 oz. of Rocol Molyspeed grease. This is an all-purpose grease containing molybdenum disulphide and the new pack will simplify the filling of grease guns and prevent contamination of the grease with foreign matter. Retail price of the 8-oz. tube is 5s.

Planning for Profit

# "On Tow"—Legally

*Readers' Inquiries Concern the Operation of Breakdown Recovery Vehicles: Also Costs for 12-ton "Artics," 6-tonners and 1-ton Vans*

**A** READER states that he is contemplating entering the breakdown recovery business and asks for guidance on the legal position when towing a disabled vehicle with a two-wheeled solid-tyred ambulance.

Unfortunately the legal position of the towing ambulance is one which is perhaps not entirely free from doubt. There have been two relevant High Court decisions. The use of a two-wheeled solid-tyred ambulance alone was said, in the case of *Wilkinson v. Barrett*, to require that the ambulance met the regulations applicable to trailers. In the case of *Brown v. Dando* it was decided that a "Vandolly" device attached to a two-wheeled caravan turned it into a single four-wheeled caravan trailer and that it did not form two trailers.

On the basis of these two decisions the Minister of Transport, wishing to facilitate the use of these devices, made the Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations, 1959 (S.I. 1959/2231), obtainable from Her Majesty's Stationery Office, price 3d.

These regulations provide that when a towing implement is being drawn alone, other than between half an hour after sunset and half an hour before sunrise, it is exempt from most of the regulations applicable to trailers such as those relating to springs, mudguards and brakes, provided its speed does not exceed 20 m.p.h. This exemption also applies when vehicles are being removed in the exercise of a statutory power of removal, i.e., cars causing obstruction being removed by the police. This includes any towing implement being used for the drawing of such a vehicle.

In addition, the exemptions appropriate to broken-down vehicles were extended to include an exemption from the requirements that certain trailers should have pneumatic tyres, and from the requirements as to the diameter of wheels and those relating to wings on trailers. Vehicles being removed in exercise of a statutory power, broken-down vehicles (if moved in such a way that their steering cannot be used), and towing implements being drawn alone are exempted also from the requirements that goods vehicles drawing trailers should carry an attendant.

It would therefore seem that these provisions make legal the towing in daylight hours of an unladen solid-tyred two-wheeled ambulance (subject to the 20 m.p.h. speed limit), even though it does not meet the normal regulations for trailers. In the absence of a High Court decision it would also seem that such an ambulance may be used to remove broken-down vehicles, or those being moved under a statutory power of removal, provided that the ambulance and towed vehicle together meet the Construction and Use Regulations and the lighting requirements for trailers, with any exemption applicable to broken-down vehicles.

**A** HAULIER asks for advice on quoting for a contract with the possible duration of two years. An estimated loading time for the materials concerned is 1½ hours per vehicle with a corresponding time for unloading at the destination. The trip mileage would be around 115 and the return would be made empty. The contractor would provide a well-known make of 12-ton tractor unit to haul the customer's own platform articulated trailers.

Assuming the unladen weight of the combined tractor and trailer is 4 tons 15 cwt., the annual licence duty would be £65. This would give an equivalent standing cost per week of £1 6s., which allows for two weeks a year when the vehicle may be off the road because of driver's holidays or major overhaul of the vehicle.

c38

The weekly cost of the driver's wages is reckoned at £10 9s. This is based on the current rates as set out in the Road Haulage Wages Regulations R.H. (70) for drivers of vehicles based in Grade 1 areas. This amount also includes allowances for National Insurance and employers' voluntary liability insurance contributions, as well as an allowance for holidays with pay. Rent and rates in respect of garaging the vehicle are assessed at 13s. 4d. a week. Vehicle insurance for this type of operation is estimated to cost £156 a year, the equivalent of £3 2s. 5d. a week.

As the contractor is supplying the tractor only, interest will be charged on the initial outlay for this prime mover, say £1,750. The weekly cost of this item is therefore £1 1s., giving a total for the five items of standing costs of £16 11s. 9d. When a 44-hour week applied, the corresponding standing cost per hour would be 7s. 6d.

When fuel oil was purchased in bulk at 3s. 10½d. per gallon, and an average rate of consumption of 11 m.p.g. was maintained, the fuel cost per mile would be 4.25d. Lubricants add 0.27d. and tyres 2.08d. per mile. Maintenance is reckoned to cost 2.60d. and depreciation 2.04d. per mile. Here again this item is calculated solely on the cost of the tractor unit. The total running cost per mile is thus 11.24d.

As with many inquiries submitted by readers, due to the absence of relevant detailed information, several assumptions have had to be made in arriving at this estimate of probable operating costs. Moreover, no allowance has been made for overhead or establishment costs of the particular operator, nor for any profit margin. Both of these would, of course, have to be added to the operating costs to form the basis for a charge to be tendered to a customer.

As it would appear that loading and unloading time would probably constitute a fair proportion of a normal working day, it would be prudent to make the tender in the form of a charge per hour plus a charge for mileage run. Due consideration would also have to be given to the length of the contract relative to the allowance for depreciation, overhead costs and the rate of profit margin.

**"WHAT** are the currency periods and amount of fees of carriers' licences?" asks another reader.

As stipulated in the Goods Vehicles (Licences and Prohibitions) Regulations, 1960, the currency for an A licence is five years, a B licence two years and a C licence five years. Licences for shorter periods are granted to suit the administrative convenience of Licensing Authorities, whilst for seasonal or other work of limited duration short-term licences may be granted for periods not exceeding three months.

The fee for an A licence is £10 per vehicle, £5 for a B licence and £1 10s. for a C licence. Adjusted fees apply for licences with reduced currency periods.

**A** NOTHER reader is considering the supply of vehicles on a contract hire for a period of up to seven years. Annual mileage would be around 20,000 and the hiring company would be responsible for engaging and paying drivers, fuel and lubricating oil, and the washing and greasing of vehicles.

The vehicles concerned are 6-tonners which the reader states will cost around £1,700 each. He also adds that the annual licence duty would be £46 5s. and annual insurance premiums £62 10s.

On this basis the four weekly standing costs payable by the

(Continued on page 421)



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haulier would be licences, 18s. 6d.; insurance, £1 4s. 10d.; interest, £1 0s. 5d.; depreciation, £4 0s. 0d.—total £7 3s. 9d. Alternatively the corresponding standing costs per year would be licences, £46 5s.; insurance, £62 10s.; interest, £51; depreciation £200—total, £359 15s.

The haulier would be responsible for two items of running costs only, namely tyres and maintenance. Tyres are estimated to cost 1.35d. per mile and maintenance 1.73d., total 3.08d. per mile. Incidentally, the estimate for maintenance makes allowance for the fact that the customer will be responsible for washing and greasing.

As it is expected that 400 miles per week would be averaged, the running costs each week would then be £5 2s. 8d., with a resulting operating cost each week of £12 6s. 5d. Correspondingly, the running cost each year would be £256 13s. and the operating cost £616 8s. As in the previous example an appropriate allowance has to be added to this estimate in respect of overhead costs and profit margin.

**A**N engineer in the North West states that he has loaned a tractor unit, without trailers, to a customer who is responsible for the cost of licences, insurance, driver's wages and running the vehicle. He asks for suggestions as to what would be a suitable hire charge.

Assuming the outlay on the tractor unit was £2,500, the corresponding weekly cost of interest charged at a nominal rate of 3 per cent. would be £1 10s. The only other item for which the supplier of the vehicle would be responsible would be depreciation. When 500 miles a week were averaged depreciation would be reckoned to cost £3 6s. 8d. This gives a total of £4 16s. 8d. for these two items. If only 10 per cent. is allowed on this occasion for any overhead costs which may be incurred, and a further 20 per cent. for profit margin, the estimated charge to the customer would be £6 5s. 8d.

**C**OMPARISON of the operating costs of a 1-ton van, fitted alternatively with petrol or oil engine, is the substance of another inquiry.

Dealing first with the petrol-engined version, the unladen weight would be around 1 ton 9 cwt. with a resulting annual licence duty of £20. This gives an equivalent standing cost

each week of 8s. Driver's wages are reckoned at £9 14s. 8d. and rent and rates at 8s. 2d. a week. Vehicle insurance, with allowance for recent increases, is estimated to cost £25 16s. a year, the equivalent of 10s. 4d. a week. Interest charged on the initial outlay of £725 adds 8s. 8d., giving a total of £11 9s. 10d. a week for the five items of standing costs. When 200 miles a week were averaged, the corresponding standing cost per mile would be 13.79d.

With petrol purchased in bulk at 3s. 10d. a gallon, the fuel cost per mile would be 2.56d. when a rate of consumption of 18 m.p.g. was maintained. As, however, it is assumed that only 200 miles a week would be averaged, this fuel cost would be adjusted to 2.82d. because of the likelihood of stop-and-start work. Lubricants add 0.28d. and tyres 0.51d. This latter figure is based on a cost per set of £53 and an estimated mileage life of 25,000. Maintenance is estimated to cost 1.57d. and depreciation 1.56d. per mile. This gives a total running cost per mile 6.66d. and a total operating cost per mile of 20.45d. The corresponding running cost each week is £5 11s. and the total operating cost £17 0s. 10d., still assuming 200 miles a week are operated.

The unladen weight of the oil engine version would be a little greater, namely 1 ton 12 cwt., with a resulting annual licence duty of £22 10s., the equivalent of 9s. a week. Wages remain the same at £9 14s. 8d., as do rent and rates at 8s. 2d. and insurance at 10s. 4d. a week. However, because of higher initial outlay (£866) interest charges each week are a little higher at 10s. 4d., giving a total standing cost each week of £11 12s. 6d., or 13.95d. per mile.

A 50 per cent. improvement in fuel consumption can be expected from this oil engine version, with a resulting fuel cost per mile of 1.73d. This is based on a cost per gallon of 3s. 10d., but it is not necessary to make an adjustment for short journey work on this occasion due to the employment of the oil engine. Lubricants are reckoned to cost 0.22d. whilst the cost of tyres remains the same at 0.51d. Maintenance is reckoned at 1.36d. and depreciation at 1.88d. This gives a total running cost of 5.70d. with a total operating cost per mile of 19.65d. The running cost each week would be £4 15s. and the total operating cost each week £16 7s. 6d. Compared with the petrol-engined van, this gives a saving of 13s. 4d. a week. **S.B.**

## Bedford Van Gives "Car Service at Home"

**A** MOBILE lubrication service, by which motorists may have their cars serviced at home or at their place of work, has been developed by K.J. Motors, Ltd., 135-151 Widmore Road, Bromley, Kent. The system will operate in the Bromley area, and an extra charge of 5s. will be made for an "at home" service.

The servicing unit is a Bedford 15 cwt. long-wheelbase van. It is equipped with Lubrequipment and carries a full range of Castrol oils and greases, plus brake, clutch and automatic transmission fluids, and other speciality grades. Pressure for the Lubrequipment is provided by a petrol-driven compressor. Used oil from vehicles serviced is drained first into a portable container, then transferred to a waste oil tank fitted beneath the floor of the van.

Other equipment carried in a skillfully fitted layout includes a small bench with vice, plug cleaner, hydraulic jack, axle stands, and all necessary hand tools. Fitted to the rear doors of the van are wheel-braces, hand grease-guns and a



The fully equipped Bedford 15 cwt. van at work.

complete set of vehicle lubrication charts.

Co-incidental with the introduction of this service is the completion of a major building programme by K.J. Motors, who are Bedford-Vauxhall main dealers, Jaguar, Rover, Land-Rover and Standard-Triumph area dealers, and Morris retail agents.

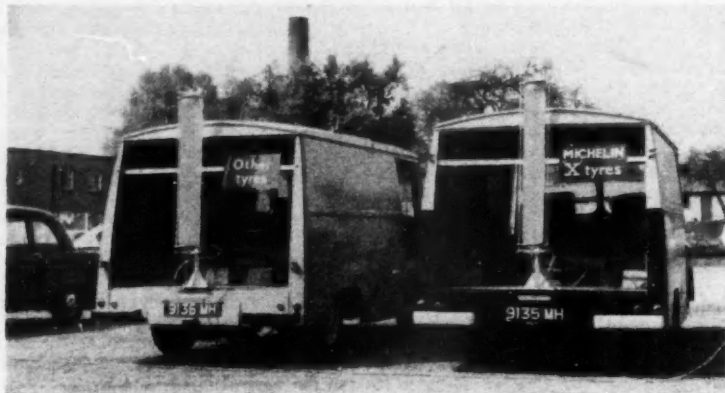
Completed in three phases, the scheme has resulted in impressively modern and spacious premises, including a new parts department, commercial vehicle service department entrance and car park; a new

private car reception area, entrance and waiting room, and a large new showroom. Improvements have also been effected to the 17,000-sq.-ft. covered service area which at present handles up to 1,000 private and commercial vehicles a month.

Speaking of K.J. Motors' development since its foundation in 1919, Mr. O. Wilson-Jones, chairman and joint managing director, said that plans were going ahead for a new establishment in Orpington, Kent, which would "be even larger" than the Bromley premises.



# Tyre Tests Prove More M.P.G.



The location of the test tanks is seen in this picture of the two Morris LD 1-ton vans used for one of the series of tests.

FUEL consumption tests carried out last week by the Michelin Tyre Co., Ltd., showed that the fitting of Michelin "X" tyres to vehicles resulted in fuel consumption up to 14 per cent. better than that obtained with textile tyres. The tests took place in the Watford area and considerable efforts were made by Michelin to ensure that figures obtained were completely accurate and the tests absolutely fair.

In order to show the improvement in fuel consumption with Michelin "X" tyres, three series of test runs were made using two 1960 Ford Anglia cars, two 1960 Morris LD 1-ton petrol-engined vans and two 1960 Thames Trader 5-ton oil-engined trucks. The vehicles were run in pairs, one close behind the other over a 65½-mile route, the commercial vehicles being fully laden. In each pair, one vehicle was fitted with textile tyres, the other with Michelin "X". For the second run, the wheels and tyres only from one vehicle were changed with those of the other and all vehicles again completed the same course. In this way each vehicle did one run with textile and one with "X" tyres.

## Fuel Used Compared

This procedure was adopted so that the fuel consumption figures would not be affected by the probable varying mechanical conditions of the vehicles. In fact, in the assessment of performance, the actual fuel used by the vehicles when fitted with the "X" tyres was compared with the fuel used when textile tyres were fitted.

The results obtained showed that the improvement in fuel consumption when Michelin "X" tyres were fitted amounted to 12.25 per cent. on the Ford Anglias, 5.68 per cent. on the Morris vans and 14.14 per cent. on the Thames Traders.

There is no doubt that the results are completely truthful and accurate. Large

test tanks fitted to the rear of the vehicles provided the fuel supply and to obtain complete accuracy in the measurement of fuel used, the amount required to return the level of fuel in the test tank to that at the start of the run was obtained by weighing. The beam weighing machine used for this was extremely accurate.

## Tests Completely Fair

In addition to the efforts made to obtain precise fuel measurements, every precaution was taken to ensure that there could be no suggestion that the vehicles when fitted with Michelin "X" tyres had any advantage. The vehicles themselves were hired, with drivers, and every stage of the preparation of the vehicles and the measurement of fuel used was checked by R.A.C. observers, one of whom travelled in one of the vehicles on each test run.

A member of *The Commercial Motor* staff also acted as an observer on the tests of the Morris vans and his impressions were that the runs were of an identical nature and at no time did the drivers attempt to spare the engines in order to obtain good fuel consumption figures. The course consisted of motorway work, country lanes, hill-climbs and town work, all of which were taken at the best possible speed.

On the changeover to "X" tyres, it appeared that the steering was lighter and that road shocks were not so heavily transmitted through the steering. They also gave the impression that there was much less resistance to rolling, although they did tend to pick up gravel or stones more easily.

While the tests were being carried out, a Press conference was held at which Mr. W. R. Good, head of the technical division of Michelin, spoke on the reasons why the fitting of "X" tyres produced fuel savings.

He said that the rolling resistance of a

## Fuel Consumption Tests in Watford Area Show Advantages of Steel-cord Tyres

tyre is due to the distortion which it undergoes as it comes into contact with the road surface. A proportion of the energy used up in bringing about this distortion fails to return as the tyre resumes its normal shape, but is converted to heat and consequently wasted.

When a tyre with a number of textile plies is deflected, the rubber between the plies is subjected to shear stress. As the "X" tyre has only one steel-cord ply in its casing there are no inter-ply stresses, and the only heat generated is due to the bending of the one ply. Mr. Good also said that because of the steel plies in the crown of the "X" tyre, a flat surface is presented to the road surface, not a curve as in the case of a textile tyre. This results in less energy wasted at this point also.

Details of the results of laboratory and road tests of a number of vehicles were given. The latter were carried out under R.A.C. surveillance and showed improvements of from 5 to 15 per cent. after Michelin "X" tyres had been fitted. Results were also given of improvements in fuel consumption obtained by a number of passenger and goods vehicle operators when using "X" tyres. Fuel savings of from 8.8 to 17 per cent. have been reported.

## Laboratory Tests

Laboratory tests were said to have given results similar to those obtained on the road. To discover the rolling resistance of comparable tyres, the power required to keep a wheel rolling at a constant speed was measured, the wheel with the test tyre being passed against a drum at a definite and measurable load. At a speed of 47 m.p.h., it was found that an 8.25-20 12-ply textile tyre had absorbed 3.12 b.h.p. for every ton of load imposed on it, compared with 2.4 b.h.p. for a Michelin "X" tyre of the same size.

On a vehicle with six tyres, taking the tyre load at 1 ton 14 cwt. (the maximum rating for this size of textile tyre), the "X" tyres would absorb 7.3 b.h.p. less than the textiles.

An interesting comment by Mr. Good, which he made when the results of the Watford tests became known, was that in the case of the Ford Anglias, the fuel saving when taken over the normal life of a set of tyres was in fact equal to the cost of a new set of tyres.



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<b>15-CWT.</b>	COMMER 1960 Normal Control Luton Van; Diesel; Blue; Low Mileage. Seen London ..	<b>£535</b>
<b>7-TON</b>	COMMER 1959 Drop-side Truck; Extended Wheelbase; 20' Body; 5-speed Gearbox; Ex Owner-Driver. Seen Birmingham ..	<b>£900</b>
<b>6-TON</b>	BEDFORD 1957 Normal Control Short Wheelbase Tipper; Bedford 300 Diesel Engine; Steel Body; Seen Birmingham ..	<b>£605</b>
<b>5-TON</b>	MORRIS 1956 Normal Control Dropsider; Chassis Extension; 18' Body; Recently Replaced Diesel Engine. Seen Birmingham ..	<b>£375</b>
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<b>15-CWT.</b>	COMMER 1960 Forward Control 4-berth Caravan; Fitted with Diesel Engine; Calor Gas; Heater; Excellent condition; Painted Green; Cost £1,060. Seen Manchester ..	<b>£875</b>
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<b>15-CWT.</b>	AUSTIN 1959 152 Van; Petrol. Seen Maidstone ..	<b>£295</b>
<b>15-CWT.</b>	BEDFORD 1960 Drop-side Truck; Petrol. Seen Maidstone ..	<b>£475</b>
<b><math>\frac{3}{4}</math>-TON</b>	AUSTIN 1958 Omnicoach; Painted Blue/Black; Moderate Mileage. Choice of 3. Seen Canterbury. From ..	<b>£385</b>
<b>5-TON</b>	BEDFORD 1955 Dropsided Diesel Truck; Above Average Condition. Seen Canterbury ..	<b>£495</b>
<b>15-TON</b>	FODEN 1948 FG6 8-wheel Drop-side Truck; Gardner 6 LW; Nice Condition; Unladen Weight 6 Tons 19 Cwt. Seen Canterbury ..	<b>£595</b>
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# ATKINSON

TO YOUR OWN REQUIREMENTS

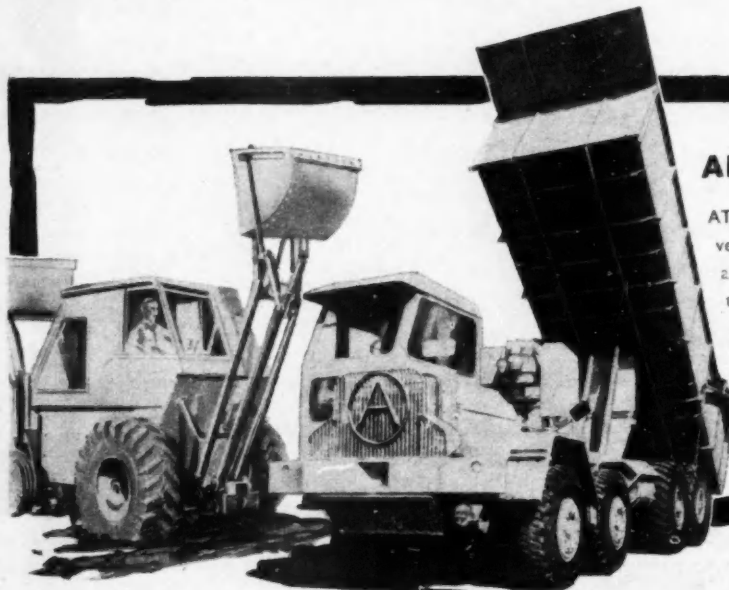
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Western Lane, Nightingale Lane, London, S.W. 12.

Phone: BAtersea 2193-4-5-6  
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## CLASSIFIED



## ADVERTISEMENTS

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## GOODS VEHICLES FOR SALE AND WANTED

## USED GOODS VEHICLES

## A.E.C.

FOR sale, owner having sold his premises. Two 6-wheel Mammoth Majors, fitted 9.6 engines. One 8-wheel Mammoth Major, fitted 11.6 engine. These vehicles are in first-class condition and ready for immediate work. Phone, Fyfegate 373. View "Hunters Oak," next to Fyfegate Sawmills. 906-9923

A.E.C. Matador, unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc., £800. L. W. Vass, Ltd., Amptill, Amptill 3255-6. 906-821

FOR A.E.C. Matadors and 6 x 6s, contact W. F. Holmes, Ltd., 18 Half Moon St., London, W.1. Gro 3524. 906-009

OCTOBER, 1957 A.E.C. Mercury 4-wheeler, 22-ft. platform, 906-025

H. BIRKENHEAD, CLAUGHTON 2436, 906-025

A.E.C. Matadors, 4 x 4, air brakes, heavy-duty winch, available as chassis-cabs, with dumper bodies or with crane. 906-062

P. KILLS (HEREFORD), LTD., Holmer Rd., Hereford, Phone 4221. 906-141

SEVERAL 4 x 4 Matadors, including two tippers, underfloor rams, at reasonable prices. Colnbrook 2741. 906-141

A.E.C. 4 x 4, 6 x 6 Matadors. T. E. Conliffe, 45 20, Northern 0832. 906-091

A.E.C. 8-wheeler chassis and cab, 9.6 engine, double drive, air brakes, 40 x 8 tyres, fitted n.c.o., ex petrol tanker, in very good condition, £1,500. 4 Carruthers St., Liverpool, 3. Central 2047. 906-273

FOUR Monarch tippers and spares. G. H. Howard, 94 Greenford Rd., Harrow. Byron 3209 or Chalfont St. Giles 2554. 906-268

1954 A.E.C. 8-wheeler 15-yd. tipper, steel body, double drive, air brakes, nearly new tyres, £1,500. 906-268

1953 A.E.C. 8-wheeler, 24-ft. platform body, double drive, air brakes, in excellent running order, with flashers, heater and extras, well maintained, £950. 906-420

1952 A.E.C. Monarch 4-wheeler tipper, in first-class order, very good engine, cab and body, bargain, £650. 906-420

1949 A.E.C. 4-wheeler boxvan, 9.6 engine, good running order, one owner since new, £375. RUSH GREEN MOTORS, Langley, Hitchin. Herts. Stevenage 174. 906-223

A.E.C. 1947 12-ft. 6-in. flat body, good tyres, ex-C licence operator, £195. Edgware 2572. 906-179

A.E.C. Armoured-car chassis, 6 x 6, less engine, Dennis's Garage, 44 Queen's Rd., Wincob, Phone 745 or Long Sutton 2235. 906-420

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JOHN HUDSON COMMERCIAL MOTORS, 406 Wigan Rd., Bolton. Phone 61598 day, after hours 62479. 906-570

A.E.C. 6 x 6, fitted with A.E.C. 7.7 diesel engine, Russell, 155 Millbank St., Northam, Southampton 26590. 906-475

## A.E.C. Wanted

Monarch, short wheelbase. Full particulars, price. Box CM053, care of "The Commercial Motor." 906-406

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ALBION Reiver, fitted drop-sided body, in good condition, first registered November 17, 1956. LONDON TRANSPORT EQUIPMENT CO., LTD. London. Stoke-on-Trent 32225. 907-9949

1958, June, ALBION Reiver 6-wheeled tipping chassis fitted with Edbro twin-ram gear and double-drop-side timber body, 20 cu. yd. approx., Leyland engine, double drive, genuine mileage 58,000. 906-571

THIS chassis has never been used for tipping work and the whole vehicle is in excellent condition, £1,495. Fredk. Ray, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 906-252

1949 Chieftain long-wheelbase platform, £175. 906-571

1952 Chieftain long-wheelbase, drop sides, £195. 906-571

1955 Reiver long-wheelbase platform, choice of two from £750. 906-571

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 906-245

1956 ALBION Reiver, 6-wheeler, double drive, with 24-ft. platform body, very good vehicle, £650. 906-571

1956 ALBION Chieftain, articulated unit, Scammell coupling, 2-speed axle, in first-class order, £450. 906-571

RUSH GREEN MOTORS, Langley, Hitchin. Herts. Stevenage 174. 906-224

1954 8-wheel double-drive ALBION H.D. 57 with 25-ft. platform body, Michelin D-20 tyres on rear and 10-00 x 20 on front, engine reconditioned 15,000 miles ago, in exceptionally good condition. 906-571

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham 1296-7-8. 906-502

## Used Goods Vehicles (contd.)

## BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL

EARLY delivery of new ALBION Reiver. SEE our advertisement under Used Goods Vehicles Unclassified

## BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 906-185

1954 ALBION Chieftain double-deck cattle truck, container body, £585; or terms arranged. 906-501

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-501

## BENTLEY BROS. (SHEFFIELD), LTD.

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1958 ALBION Chieftain, 16-ft. platform body, one careful owner, ready for immediate use, £765. 906-491

ALBION F.T. 3 flat 6-tonner, £65. Abbott Motors, 164 Chrisp St., Poplar, E.14. East 1132. 906-573

## ATKINSON

THE NIGHTINGALE ENGRG. CO. LTD.

THE LONDON DISTRIBUTORS FOR

ATKINSON.

ALL MODELS, COMPLETE SALES AND SERVICE AT BALHAM, S.W.12.

Bat 2193 (five lines). 737-737

1950 ATKINSON 6-wheeled 21-ft. flat platform lorry, 6LW Gardner engine, 5-speed gearbox, double drive, good all round, 40 x 8 tyres, very good mechanically, only needs seeing, £575. 906-253

FREDK. RAY, LTD., Grovebury Rd., Leighton Buzzard. Phone 2192. 906-253

## RYLAND GARAGE, LTD.

MIDLAND DISTRIBUTORS.

1957 ATKINSON 6-wheeler, overhauled, automatic greaser, new platform body, good tyres, cab like new, available immediately. 906-571

1957 ATKINSON T. 745 tractor, 5LW, fifth-wheel coupler, vacuum brakes. 906-571

1958 ATKINSON 8-wheeler tipper, 6LW, 26-cu.-yd. body, automatic greaser, choice of several. 906-571

## RYLAND GARAGE, LTD.

RYLAND STREET.

Off Broad Street.

BIRMINGHAM, 16.

Edgbaston 4501-5. 906-202

1957 ATKINSON 8-wheeler, 24-ft. platform body, Gardner 6LW engine, excellent condition throughout. 906-207

SCOTT'S OF NOTTINGHAM, Lambourne Drive, Nottingham Dec Park 221. 906-207

1946 ATKINSON 6-wheel tipper, 6LW Gardner engine and 17-ft. Humalloy body with 4-ft. fixed sides, one owner from new, in excellent condition, £675. 906-570

ROSES COMMERCIAL MOTORS, 406 Wigan Rd., Bolton. Phone 61598 day, after hours 62479. 906-570

## CLASSIFIED ADVERTISEMENTS

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## Used Goods Vehicles (contd.)

1957 August, 8-wheeler, 11.3 engine, double drive, 40 x 8 tyres nearly new, 25-ft. flat, £1,500. 4 Carruthers St., Liverpool, 3. Central 2047. 906-275

## AUSTIN

AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre. £180. L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. 906-912

## CAR MART, LTD.

SIX MONTHS' GUARANTEE

WHERE STATED.

1955 AUSTIN 3-ton B.M.C. diesel normal-control van, guaranteed, £395. 906-019

1953 AUSTIN 3-ton Luton van (approximately 900 cu. ft.), £195. 906-019

1960 AUSTIN A35 van, guaranteed, £325. 906-019

1958 AUSTIN 7-ton B.M.C. diesel long-wheelbase container body boxvan (approximately 650 cu. ft.), guaranteed, £845. 906-019

1959 AUSTIN A152 13-seater Omnicoach, guaranteed, £495. 906-019

1956 AUSTIN 3-ton B.M.C. diesel normal-control truck, guaranteed, £325. 906-019

1958 AUSTIN L202 13-ton diesel van, £545. 906-019

## CAR MART, LTD.

WELSH HARP.

EDGWARE ROAD, N.W.9.

Hendon 6500. 906-019

1953 AUSTIN 5-ton special insulated van body for provision trade, roller shutter and side door, recently fitted reconditioned engine and gearbox, vehicle is much above average and cannot be faulted, £195. 906-019

PHILIP FOSTER, 106 High St., Uxbridge. Phone 34202. 906-019

## DAWNIER MOTORS, LTD.

EWELL BY-PASS, SURREY.

Ewell 2382.

NEW AUSTIN 30-cwt. drop-side truck, immediate delivery. 906-118

NEW AUSTIN 19-cwt. Omnivan, immediate delivery. 906-118

1958 AUSTIN 30-cwt. diesel van, £425. 906-118

1959 AUSTIN 15-cwt. van, heater, £325. 906-118

1957 AUSTIN 15-cwt. van, £235. 906-118

AUSTIN 2-ton long-wheelbase truck with canopy, 1954, diesel, £220. Apex Motors, Ltd. Stourbridge 1131. 906-115

1955 AUSTIN 5-ton platform truck (petrol), £350. Church Road Motors (Southend-on-Sea), Ltd., Church Rd., Hadleigh, Essex. Phone 57271 (10 lines). 906-169

## SPECIAL NOTICE

## BRITISH COMMERCIAL VEHICLES FOR WORLD MARKETS NUMBER

Classified Advertisements for the above issue dated MAY 5 must reach us not later than first post on MONDAY, MAY 1. Telephone instructions can be received up to noon.

All instructions should be addressed to The Manager, Classified Advertisement Department.

"The Commercial Motor,"

Bowling Green Lane, London, E.C.1.

TERminus 3636

Please post your advertisements early.

Used Goods Vehicles (contd.)

**MARSTON MOTOR CO., LTD.**  
SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.  
Phone, Stamford Hill 8060

MAIN retail dealers for AUSTIN commercial vehicles and sole distributors for Thornycroft commercial vehicles for London and Home Counties north of the Thames.

OFFER FROM STOCK—

**NEW LUTON VANS**  
FOR

IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.  
NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.  
NEW AUSTIN 3-ton 1,325-cu.-ft. Luton van.  
NEW AUSTIN Omnicoach, in primer.  
NEW AUSTIN 3-ton normal-control diesel drop-side truck.

1954-55 AUSTIN Loadstar 5-ton insulated meat van, hanging rails, hooks, etc., £290.  
1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.  
1955 AUSTIN 5-ton truck, P6 diesel, good condition, £199. Edgware 2572. 906-376

AUSTIN 3-ton 304 chassis-cab, new, immediate delivery, list price.

AUSTIN J4 van, 10-12-cwt. from stock, immediate delivery, list price.

1959 AUSTIN Omnivan, low mileage, £350.  
CHAMBERS ENGINEERING, Western Turville, Aylesbury, Stoke Mandeville 2282. 906-341

1960 7-ton 23-ft. platform.

1957 5-ton forward-control diesel.

VINCENTS OF YEovil, LTD. Phone, Yeovil 2091. 906-594

1959 AUSTIN diesel 3-ton Luton boxvan, 850 cu. ft., forward control, one owner, 23,000 miles, heater, good condition, two back doors, can be converted to furniture removals, £700 o.n.o. for quick sale. Sunbury-on-Thames 4190, after 7. 906-577

**BEDFORD**

**LAWSON PIGOTT MOTORS, LTD.**  
MAIN BEDFORD DEALERS.

BEDFORDS ARE OUR BUSINESS.

NEW BEDFORD 1,200-cu.-ft. pantechinon, composite body, with rear low-loading well, walk-in tailboard, half-doors, 4-ft. 6-in. Luton, mounted on 5-ton normal-control diesel chassis, one only, price £1,545, painted to customer's choice of colour.

LSO BEDFORD TK chassis with composite or alloy bodies, favourable delivery, quotations sent on request.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

NEW BEDFORD TK 4-ton chassis-cab.

NEW BEDFORD 4-ton normal-control chassis-cab.

NEW BEDFORD TK 5-ton long-wheelbase truck.

NEW BEDFORD 5-ton normal-control long-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab.

NEW BEDFORD TK 7-ton long-wheelbase truck, 5-speed gearbox.

NEW BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

NEW BEDFORD TK 7-ton short-wheelbase tipper, 6-cu.-yd. steel body, telescopic gear.

NEW BEDFORD TK 12-ton tractor unit.

NEW BEDFORD 10-, 12- and 15-cwt. short-wheelbase and long-wheelbase vans.

NEW BEDFORD 12-seater conversion; most models available.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

**PHONE, BARNET 1066.**

186 EAST BARNET ROAD,  
NEW BARNET.

320 KING STREET, HAMMERSMITH,  
LONDON, W.6.

**PHONE, RIVERSIDE 4111.**

906-133

**E. J. BAKER AND CO. (DORKING), LTD.**

**BEDFORD**  
MAIN DEALERS.

1960 BEDFORD short-wheelbase steel-body diesel tipper, £965.

1959 BEDFORD tippers for sale, a fleet of 20 Model J25 (current type normal control) with underfloor gears and 6-cu.-yd. Always Welding heavy-duty steel bodies, cab guards, 3/16-plate floors, fixed and dropped sides, 9.00 x 20 tyre equipment, average mileage 45,000, ready for work.

**55-61 LONDON STREET,**

CHERTSEY.

Chertsey 2391.

906-374

Used Goods Vehicles (contd.)

**HAMILTON MOTORS (LONDON), LTD.**  
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.  
MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—  
NEW BEDFORDS for immediate delivery.

CA Vans, all types and conversions.

4-TON chassis-cab.

7-TON, all models.

1956 BEDFORD 25-cwt. Spurling van, blue, £375.

1953 BEDFORD 2-3-ton drop-side truck, maroon, £195.

1954 BEDFORD 3-ton diesel van, £395.

1956 BEDFORD 5-ton short-wheelbase tipper, £345.

1954 BEDFORD 5-ton drop-sided truck, £345.

1956 BEDFORD 7-ton R6 diesel tipper, long-wheelbase, £625.

1956 BEDFORD 7-ton drop-sided truck, R6, £595.

1952 BEDFORD 7-ton, alloy platform, Comet engine, £365.

1955 BEDFORD 7-ton R6 truck, £545.

OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.

PLEASE note address of our additional premises:—

252 BELSIZE RD., N.W.6. Mai 0712.

**HAMILTON MOTORS (LONDON), LTD.**  
466-490 EDGWARE ROAD,  
LONDON, W.2.

AMBASSADOR 7211. PADDINGTON 0022-8.  
906-156

**GRAND GARAGES (RICHMOND), LTD.**  
THE LEADING SOUTH WEST LONDON MAIN DEALERS.

SPECIAL NEW VEHICLES.

BEDFORD 7-8-ton extra-long-wheelbase truck, fitted with Leyland Comet engine, 5-speed gearbox, 2-speed rear axle, 9.00 x 20 12-ply tyres, built for maximum payload, list price £1,863.

BEDFORD 7-8-ton TK tipper, fitted with Leyland Comet engine, 5-speed gearbox, 2-speed rear axle, 9.00 x 20 12-ply tyres, Anthony tipping and latest-type 7-cu.-yd. all-steel body, list price £2,099.

BEDFORD 8-10-ton TW tractor unit, fitted with 300-cu.-in. diesel engine, 2-speed axle, 7.50 x 20 12-ply Michelin X tyres and Tasker D.S. automatic coupling, list price £1,460.

BEDFORD, choice of new forward-control and normal-control tippers, also most other models, ex-stock.

USED vehicles.

1955 BEDFORD 7-ton platform truck, fitted with Leyland Comet engine, 9.00 x 20 12-ply tyres, above-average condition, £195.

1955 BEDFORD 5-ton long-wheelbase truck, fitted with Perkins P6 engine, very clean, £295.

1955 BEDFORD Pantechinon, 1,250 cu. ft., fitted with reconditioned engine, cab and chassis in good condition, body framing sound, panels and rear roller shutter and tailboard need attention; for the trade price of £295.

GRAND GARAGES (RICHMOND), LTD., Richmond Rd., Twickenham, Middlesex. Phone, Popesgrove 2216 (six lines). 906-220

**BENTLEY BROS (SHEFFIELD), LTD.**

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

NEW TK AND JM MODELS FOR IMMEDIATE DELIVERY.

1958 BEDFORD 5-ton normal control 300 cu. in. diesel chassis and cab, 167-in. wheelbase, excellent condition, choice of two, £465.

1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, recent rear axle-overhaul, one C licence owner, £495.

1954 BEDFORD 10-ton petrol tractor with 22-ft. straight-framed trailer, £325.

1949 BEDFORD 7-ton boxvan, petrol engine, good working condition, £95. 906-490

**CAPITAL MOTOR CO., LTD.**

REMINGTON STREET,  
CITY ROAD, LONDON, N.1.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORDS. 10-ton tractor unit, immediate delivery.

NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.

NEW BEDFORD 5-ton TK 151-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 3-ton TK 167-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 5-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.

1958 BEDFORD 5-ton forward-control diesel truck, £545.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 906-356

Used Goods Vehicles (contd.)

**CARMO OF LONDON.**  
BEDFORD TO THE BACK BONE.  
IMMEDIATE DELIVERY.

NEW BEDFORD 5-ton 151-in.-wheelbase diesel, drop-side.  
NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.  
NEW BEDFORD Workobus.

NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed axle, 300 diesel.

NEW BEDFORD 5-ton normal-control 179-in.-wheelbase chassis-cab, 300 diesel.

LSO the following reasonably priced used BEDFORDS

1960 BEDFORD Workobus.

1955 BEDFORD Utlecon.

1953 BEDFORD A-type 30-cwt van.

1956-57 BEDFORD 3-ton P4 diesel truck; choice of three.

1957 5-ton forward-control Luton van.

1955 7-ton platform truck.

1949 5-ton Luton van.

1955 3-ton tipper.

1953 BEDFORD A-type 1,030-gallon tanker.

LARGE SELECTION OF CA VANS.

FROM £100.

OTHER MAKES AND MODELS ALWAYS AVAILABLE.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE.

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555.

906-470

**PARSONS AND PARSONS (GARAGES), LTD.**

THE BEDFORD MAIN DEALERS.

FOR YOUR

NEW OR USED BEDFORD

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE, OFFER SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS

NEW BEDFORD 10-ton tractor unit, forward-control

300 diesel, 2-speed, Scammell coupling.

NEW BEDFORD 25-cwt. normal-control chassis, 200 diesel.

NEW BEDFORD 71-ton normal-control, 120-in. wheelbase, Anthony hoist tipper, 8-cu.-yd., 350 diesel, 5-speed gearbox.

NEW BEDFORD 71-ton forward-control chassis-cab, 350 diesel, 176-in. wheelbase, 5-speed gearbox.

USED BEDFORDS

1959 BEDFORD 7-ton 300 diesel chassis-cab, fitted

with Baico extension, 21-ft. flat platform, head board, large capacity fuel tank. Choice of two these vehicles are in first-class condition.

1959 BEDFORD 7-ton 300 diesel drop-side truck, 18-ft. body, £750.

1956 BEDFORD 7-ton platform, diesel, £350.

1957 BEDFORD 8-ton tractor unit, reconditioned engine, new tyres, £600.

1956 BEDFORD 10-ton tractor unit, diesel, £500.

1954 Model BEDFORD, 5-ton Luton diesel, £350.

1955-57 BEDFORD 15-cwt. C.A. van, from £195. Choice of four.

PARSONS AND PARSONS (GARAGES), LTD.

HARLOW, ESSEX.

Phone, Potter Street 121.

906-064

**COLONIAL MOTORS (SOUTHEND), LTD.**

OFFICIAL BEDFORD DEALERS.

NEW BEDFORD 5-ton diesel T.K. truck, 16-ft. body, £1,180.

NEW 5-ton BEDFORD T.K., 1,250-cu.-ft. Luton van, well back.

NEW BEDFORD 25-cwt. drop-side truck.

NEW BEDFORD 10-ton tractor, 5-speed gearbox, 2-speed axle, Scammell coupling gear.

1958 BEDFORD 6-ton diesel tipper, one owner, super condition, £675.

1956 BEDFORD 7-ton diesel tipper, steel body, one owner, repainted, £550.

1954 BEDFORD 3-ton boxvan, super condition, £350.

**COLONIAL MOTORS (SOUTHEND), LTD.**

HADLEIGH, ESSEX.

Phone 57271 (10 lines).

906-115

# Used Goods Vehicles (contd.)

**ORMSKIRK MOTORS, LTD.**  
NEW TK BEDFORD 7-ton drop-side tipper, 2-speed axle, diesel.  
NEW BEDFORD TK 7-ton, 16-ft. wheelbase, 2-speed axle, diesel.  
NEW BEDFORD 7-ton J-model tipper, 2-speed axle, drop-side body.  
1956 BEDFORD 7-ton with aluminium flat platform, Eaton 5-speed axle, R6 diesel engine, Mark II, mileage on this engine only 30,000, good condition throughout, £195.  
1955 BEDFORD 8-ton tractor unit, P6 engine, good condition throughout, Scammell coupling, £175.  
1955 BEDFORD long twin-ram tipper, petrol engine, £250.  
1951 BEDFORD long twin-ram tipper, one owner, one driver from new, petrol engine, good condition, £175.  
1951 BEDFORD 5-tonner, P6 diesel engine, in good condition throughout, £225.

**ORMSKIRK MOTORS, LTD.**  
MAIN VAUXHALL-BEDFORD DEALERS,  
COUNTRY ROAD, ORMSKIRK.  
Phone, Ormskirk 2551-2. 906-454

1955 10-12-cwt. diesel engine, fitted 1959, repainted, £235; 1954 BEDFORD 3-ton Luton van, bodywork unobstructed by wheel arches, power winch fitted, mileage only 20,000, £400. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 221-6. 906-048

1956 BEDFORD 5-type tractor unit, Scammell hitch good condition, £445. Arnold 7771. 906-148

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £450. Arnold 7771. 906-146

BEDFORD 1958 7-ton long-wheelbase diesel drop-side lorry, 2-speed axle, original tyres, only 30% worn; heater, (lasted December). Watson Bros. (Aldrie), Ltd., County Garage, High St., Aldrie. Phone, Aldrie 2401-5. 906-039

BEDFORD tipper, 1955, short wheelbase, diesel, good condition, £375. Watson Bros. (Aldrie), Ltd., County Garage, High St., Aldrie. Phone, Aldrie 2401-5. 906-041

BEDFORD 1960 J6 7-ton normal control diesel tipper, Telecoach gear, steel body, low mileage. Watson Bros. (Aldrie), Ltd., County Garage, High St., Aldrie. Phone, Aldrie 2401-5. 906-042

1958 BEDFORD 7-ton 16-ft. platform truck, 5 model, 300 cu. in. diesel, 2-speed axle, 8.25 x 20 tyres, £550. Mansfield, Ltd., Astley House, Lewes, Sussex 2311. 907-9959

BEDFORD CA vans, wide range of prices from £120. Great Western Motors, Shepherds Hill (A4), London Rd., Reading. Phone, Reading 63333. 908-9967

1955, November, BEDFORD heavy-duty 7-ton tipper, Pilot gear, 7-yd. steel body, R6 engine, two, each at £255.

1955, December, BEDFORD heavy-duty 7-ton tipper, Pilot gear, 7-yd. steel body, R6 engine, £255. UNIVERSITY COMMERCIALS AND COACHWORK, LTD., 99 Boston Rd., London, W.7. Ealing 2611. 908-9971

1956 BEDFORD 7-ton long-wheelbase twin-ram tipper, new R6 engine and reconditioned recently, £495.

J. GREEN AND SONS LTD., Brierley Hill, Staffs. J. Phone, Brierley Hill 77072. 906-9973

1955 BEDFORD 3-ton long-wheelbase van, 5 model, 300 cu. in. diesel, 2-speed axle, £225.

1956 BEDFORD 5-ton short-wheelbase, petrol-engined tipper.

DELVES MOTORS, LTD., Prince of Wales Rd., Norwich. Phone, Norwich 20222. 906-034

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £450.

**NEW BEDFORD TK TIPPERS**  
AVAILABLE FOR IMMEDIATE DELIVERY.  
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PRESTON.  
Preston 4664. 906-282

1955 7-ton BEDFORD long-wheelbase tipper, Pilot gear and body, extra sideboards for bulk, 5-speed gearbox, Perkins engine fitted August last, £325. W. S. Field, Wick, Bristol. Phone, Abson 464. 906-x3769

1955 BEDFORD Scammell 8-ton tractor, P6 diesel engine, one owner, well maintained and above average, £275. Marchants, Newbury, Berks. 1501. 906-035

1959, December, BEDFORD 7-ton forward-control diesel, aluminium boxvan, 750 cu. ft., £775. Hawner Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382. 906-130

1958 BEDFORD 6-ton normal-control long-wheelbase drop-side truck, diesel engine, fitted Burton-wood tail lift, £625. The Bucks Motor Co., Ltd., Aylesbury 2264. 906-103

1958 BEDFORD 5-type 7-ton, 300 diesel, long wheelbase, 14-ft. 6-in. drop-side tipper, 2-speed axle, 9.00 x 20 tyres, very clean, £625. A. and L. Vehicle Supply Co., Ltd., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 906-292

1958, October, BEDFORD 7-ton long-wheelbase diesel engine, £595.

1954 BEDFORD diesel 7-ton chassis and cab, £175.

1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £495.

(Model) BEDFORD diesel 5-ton truck, very low mileage, original tyres, one owner, £495 or terms arranged.

1954 BEDFORD 7-ton long-wheelbase tipper, Meadows diesel engine, £195.

1956 BEDFORD 7-ton forward-control 950-cu.-ft. boxvan, fitted Albion engine, £650.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-299

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 906-315

# Used Goods Vehicles (contd.)

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290 SOUTHBURY ROAD,  
ENFIELD.

1957 BEDFORD 5-ton light-alloy boxvan, 680 cube 3-way loader, P6 engine, one owner, excellent condition.

**IMMEDIATE DELIVERY.**  
**HIRE-PURCHASE TERMS ARRANGED.**

**HOWARD 4184.** 906-485

1957 BEDFORD 25-cwt., Perkins P4 engine, £250. C. Russell, 155 Millbank St., Northam, Southampton 26590. 906-476

QUANTITY 1959 and 1960 BEDFORD tippers, long and short wheelbase, from £700.

VARIOUS tractors and flats. View by appointment.

HACKETT'S DISPOSALS, LTD., Ace of Spades Garage, Butley, near Macclesfield. Phone, Presbury 89043. 903-303

BEDFORD tractor units (5), all Leyland-engined, first registered late 1957, offered for sale together with 10 25-ft. semi-trailers, all well maintained, price £7,500. Write Box CM047, care of "The Commercial Motor". 906-289

1954 7-ton alloy long-wheelbase platform truck, R6 Mk. III engine, £285. Herwin, Woolwich 8161. 906-384

1947 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395.

1955 BEDFORD-SCAMMELL tractor unit, new cab, reconditioned gearbox and transmission, C licence operated, very good condition, £395. Edgware 2572. 906-377

1958 BEDFORD 6-wheeler flat, Leyland engine, Bedford 2-speed and Boys conversion.

1954 BEDFORD 7-ton flat.

1954 BEDFORD semi-loader.

MORRIS BROS., St. Thomas, Swansea. Phone 50100. 906-144

BEDFORD, October, 1957, 300 diesel, 1,150-cu.-ft. Luton, shutter and tailboard and rear, new set 7.25 x 20 nylon tyres, in good order, £600. Cop 4777 or 4711. 906-559

**Bedford Wanted**  
BEDFORDS ALL TYPES WANTED.  
BEDFORDS WANTED FOR CASH.

**C HANDLERS MOTORS, LTD.**  
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Greenwich 2033-4. 222-894

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BEDFORD 12-15-cwt. vans and utilities wanted.

DICK'S CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 906-373

**B.M.C.**  
B.M.C., 1960 (late) 7-ton tipper, 6-cylinder diesel engine, 2-speed axle, 9.00 x 20 tyre equipment, 1-ft. 6-in. steel tipping body, Autolift gear, (new) immaculate, £1,250, choice of 8.

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201. 906-050

1957 B.M.C. 7-ton long-wheelbase platform truck, steering, excellent condition, £700.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 906-087

1960 AUSTIN B.M.C. 6-wheel platform truck, 22-ft. body, York extension, 2-speed axle, in first-class order.

1960 MORRIS B.M.C. 4-wheel platform truck 18-ft. body, in first-class order.

ALSO other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 906-226

**COMMER**  
7-TON COMMER diesel long-wheelbase drop-side lorry, air brakes and 9.00 tyres, used only for demonstration, unregistered, offered at very attractive price, part-exchange and hire-purchase facilities available, also other models H. Taylor and Co., 135 London Rd., Kingston. 906-9026

1957 COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 7771. 906-149

1958, December, COMMER TS3 7-ton tipper, 12-cu.-yd. body, Telelever underfloor gear, heater, air brakes, overdrive, 9.00 x 20 tyres, very clean, low mileage, one owner, £1,100.

1959, COMMER TS3 7-ton tipper, 7-cu.-yd. body, heater, bashers, air brakes, 9.00 x 20 tyres, very clean, low mileage, one owner, £1,100.

A. GRAY AND CO., LTD., 28 Woodbridge Rd., Guildford. Phone, Guildford 2885-7. 906-104

1960 COMMER TS3 7-ton short-wheelbase tipper, steel double-drop side body, air brakes, low mileage, £1,100.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 906-086

# Used Goods Vehicles (contd.)

1957 COMMER TS3 wood body tipper, £545.

G. H. KENDRICK, LTD., Carters Green, West G. Bromwich 0778. 906-082

1955 COMMER, diesel TS3, immaculate condition, 17-ft. platform, well tyred, weight 3 tons 9 cwt., £550. Cotter and Edwards, Nottingham 46674. 906-080

1959, October, 7-ton TS3, 44,000 miles, air brakes, relined, 5-speed box, new drop side, £945. 14 Lambeth Rd., Eastwood, Essex. Eastwood 525506. 906-x3675

1958 COMMER 7-ton forward-control TS3 short-wheelbase tipper, £775.

1958 COMMER 7-ton forward-control TS3 medium-wheelbase tipper, £795.

1957 COMMER 7-ton forward-control TS3 medium-wheelbase tipper, £535.

HAMBLINS GARAGE, The Commercial People, Rectory Rd., Ruislip, Northants. Phone 3211-2. 906-199

**MIDLAND VEHICLE AGENCY offer—**  
1956 COMMER 30-cwt. bulk passenger van, re-painted, £175.

560 COVENTRY RD., Birmingham, 10, Phone, Victoria 6010. Evingtons, Northern 8744. 906-181

1956 COMMER tractor unit, 10-12 tons, Eaton 2-speed axle, excellent condition.

1957 COMMER 8-ton long-wheelbase TS3, in excellent condition. Terms, exchanges. Conlay Motor Works, 164a Southwark Bridge Rd., S.E.1. Wat 6162. 906-347

1960 (Late) COMMER Unipower TS3 6-wheeler, 23-ft. platform body, 900 x 20 tyres, in very nice order, very small mileage, fitted 5-speed box, heater, bashers, etc.

1960 COMMER TS3 12-yd. tipper, very low mileage, almost as new, 5-speed box, heater, etc.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 906-235

**HUNTER VEHICLES, LTD.**  
CROWN WORKS,  
290 SOUTHBURY ROAD,  
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1959 COMMER 4-ton boxvan 850 cu. ft., petrol, excellent condition, one owner.

**IMMEDIATE DELIVERY.**  
**HIRE-PURCHASE TERMS ARRANGED.**

**HOWARD 4184.** 906-485

COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.

COMMER TS3, 1958, with Boys third axle, 17-ft. alloy tipping body, Edna gear and 2-speed axle.

CENTRAL GARAGE, Barnsley Rd., South Emsall, near Pontefract. Phone, South Emsall 276-7-8. 906-307

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £1,240, accept £2,100 o.n.o.

1959 COMMER 6-wheel Unipower truck, 8-tonium body, 5-speed gearbox, heater, etc. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18 Woolwich 5313. 906-116

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THREE or four COMMER 30-cwt. vans, low mileage, petrol. Phone, Swadincote 7515. 907-x3724

TS3 4-wheel, 16-ft. alloy body, 4-1/2 sides an advantage, chassis, sub-frame and twin-ram as a necessity, year, unladen weight, condition, price: Derek Row, Marazion, Cornwall. 906-xA3508

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1957 DODGE diesel engine tractor unit with Scammell automatic coupling gear.

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200-220 CRICKLEWOOD BROADWAY,  
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ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel, every facility.

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833



**Used Goods Vehicles (contd.)**

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PERKINS DIESEL SIGNHOLDERS.

- 1957 DODGE diesel 6-ton long-wheelbase chassis and cab, fitted with Duramax boxvan, £525.  
1958 DODGE diesel 6-ton double-drop-sided truck, £495.  
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234, 906-108

**DODGE.** Three forward-control Dodge tippers for sale; two vehicles are 7-tonners with R6 Perkins engines, one vehicle is a 6-tonner with P6 Perkins. Any reasonable offer considered. Meriden Sand and Gravel Co., Ltd., Cornets Pond Lane, Meriden. Phone, Hampton-in-Arden 163. 906-036

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(SOUTHEND-ON-SEA), LTD.**

DODGE DISTRIBUTORS FOR S.E. ESSEX.

- NEW DODGE 8-ton chassis-cab, new Perkins Six 354 diesel engine.  
1955 DODGE 5-ton truck, one owner, well tired, good all round vehicle, with Telehoist sack loader, repainted, £550.  
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1953 DODGE 5-ton flat, diesel, well tired, ideal spare vehicle, £275.  
**DODGE** and Perkins spare parts express delivery.  
**HADLEIGH, Essex.** Phone 57271 (10 lines). After hours, Southend-on-Sea 48528. 906-168

- 1958 DODGE 6-ton tipper, good condition, £475.  
**COOMBS COMMERCIALS (GUILDFORD), LTD.**  
Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 906-548

**BENTLEY BROS. (SHEFFIELD), LTD.**

71 THE WICKER, SHEFFIELD, 3.  
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VAUXHALL AND BEDFORD MAIN DEALERS.

- 1956 DODGE 6-ton long-wheelbase platform truck, 2-speed axle, good reliable vehicle, £195. 906-492  
1949 DODGE 105 platform, petrol, weight 2 tons 11 cwt., £100.  
1954 DODGE R6 18-ft. platform, 8.25 x 20 tyres, weight 3 tons 13 cwt., £300. Cottee and Edwards, Nottingham 46674. 906-079

**E.R.F.**

NOVEMBER, 1953, E.R.F. 8-wheeler chassis and cab, perfect condition, one owner, any inspection welcomed. £850 Barton Townley, Ltd., 110 Penny St., Lancaster. 906-9970

- 1956 E.R.F. 8-wheeler, 24-ft. platform body, double-drive, air brakes, latest-type cab, this vehicle is in exceptionally good order, appearance almost as new.  
**RUSH GREEN MOTORS, Langley, Hitchin, Herts.**  
Stenevaige 174. 906-225

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- 1946 E.R.F. twin steer, rebuilt in 1954, recent engine change, 5LW, exceptional condition throughout, £475. 906-434

**E.R.F.** 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged.  
**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-296

- 1959 E.R.F. Twin Steer, 5LW, 22-ft. drop-side truck, low mileage, first class in every way. Commercial Vehicles (B. on T.), Ltd., 141 New St., Burton-on-Trent. Phone 3682 and 6681. 906-560

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- 1952 FODEN 8-wheeler double-drive chassis-cab, two-stroke engine, recently overhauled, also two new differentials fitted, used only by C-licence operator, perfect condition, £500. Apply Knights Bros., Fenstanton, Hunts. Phone, St. Ives 3325. 907-9945

- 1959 FODEN 6-wheeler, 2-stroke engine, single drive, 22-ft. 6-in. platform body, choice of three.  
1959 FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body.  
1955 FODEN 6-wheeler, 6LW Gardner engine, double drive, 24-ft. 6-in. platform body.  
**OSWALD TILLOTSON, LTD.**, Summit Works, Burnley. Phone 2201. 906-051

- 1955 FODEN 8-wheel double-drop-side tipper, reconditioned engine, gearbox, new clutch, brakes, cab, 20-ft. Homalloy body, exceptionally clean and well maintained, £1,500. Private operator, Phone, Hulland Ward (Derby) 263. 906-x3725

- 1953 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £700. 4 Carruthers St., Liverpool, 3. Central 2047. 906-274

- TWO 1948 FODEN 18-ft. flat bodies, good tyres, 4LW, C-licence operated, flat front cabs, smart condition, £325. Edgware 2572. 906-378

**FODEN** Twin Steer 1955 chassis and cab, good tyres, beautiful condition. Robsons Broder Transport, Ltd., Harbury Trading Estate, Carlisle. Phone 25205. 906-456

**Used Goods Vehicles (contd.)**

- 1954 FODEN boxvan, one owner from new, £1,450.  
**CORN MOTORS, LTD.**, 24 Cross Rd., Hanworth, Middx. Phone, Feltham 5888. 906-391

**FORD THAMES AND FORDSON**

- 1958 THAMES Trader 5-ton long-wheelbase 6-cylinder diesel drop-side truck, fitted heater, flashing indicators, passenger seat, unwritten and in primer, checked and serviced, good tyres, sound throughout, £575. M. J. Hughes, Ltd., Beaconsfield 2141. 907-9964  
7-ton THAMES Trader tippers, choice of two, very low mileage, £1,070. Waterloo 5991. 908-9944

- 1960 Trader 7-ton 6D diesel long-wheelbase drop-side truck, £685.  
1960 Trader 5-ton 6D diesel long-wheelbase drop-side truck, £685.  
**DAWNIER MOTORS, LTD.**, Ewell By-pass, Surrey. Ewell 2382. 906-127

**AERODROME AUTOS.**

- 1957 THAMES 3-ton Luton van, diesel, 950 cu. ft., one owner, excellent condition, ex-C-licence user, £495.  
1958 THAMES 3-cwt. diesel truck, one owner, excellent condition, £295.  
1956 FORD 5-ton 4D Luton van, one owner, £445.  
NEW THAMES 15-cwt. truck, £525.  
NEW 4-ton diesel truck, list price.

- 258 WATFORD WAY, Hendon, N.W.4. Sunnyhill 0071. 906-150

- 1959 Thames Trader 7-ton, Anthony hoist tipper gear, choice of two, guaranteed, £775. Arnold 900-147

- 1960, November, FORD THAMES 7-ton long-wheelbase drop-side truck, 9.00 x 20, 6,000 miles only, indistinguishable from new, £975.

- 1960 FORD Trader 6-wheel long-wheelbase tipper, County double-drive axle, 9.00 x 20 tyres, 18-ft. steel body, low mileage, cost £2,700, bargain at £1,600.

- 1956 FORD 4D 4-ton long-wheelbase truck, Balco extension, 16-ft. body, excellent condition, £225.  
**COX'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 906-084

- 1960 THAMES Trader 7-ton long-wheelbase truck, very small mileage, £850.  
1960 THAMES Trader 7-yd. tipper, Edbro gear, steel drop-sided body, in very nice order, very low mileage, £850.

- ALSO several other good Traders in stock. Terms and exchanges.  
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Stenevaige 174. 906-227

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- 1959 THAMES Trader 7-ton 6D drop-side truck, £975.  
1959 THAMES Trader 7-ton 6D platform truck, £875.  
1959 THAMES Trader 7-ton 6D 20-ft. platform truck, £975.  
1959 THAMES Trader 7-ton 6D 3-cu.-yd. tippers, new Anthony metal bodies and tipping gears, choice of three, £995.  
1959 THAMES 7-ton 6D drop-side truck, low mileage, £975.  
1959 THAMES 5-cwt. van, £310.  
1958 THAMES 15-cwt. van, £325.  
1959 THAMES 15-cwt. van, £345.  
1959 THAMES 7-cwt. van, 7,000 miles only, £335.  
1959 THAMES 7-cwt. van, blue, £335.  
1958 THAMES 5-cwt. van, £285.

GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.  
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- NEW FORD Trader 7-ton standard truck, list.  
NEW FORD 12- and 15-cwt. pick-up trucks, list.  
NEW FORD Trader 7½-ton drop-side body, list.

- 1957 FORD Thames 4D 1,720-cu.-ft. Luton, one owner, new engine, repainted, well tired, £825.  
**CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD.**, Hadleigh, Essex. Phone 57271 (10 lines). After hours, Southend-on-Sea 48528. 906-166

- 1958 THAMES 7-ton short-wheelbase tipper (6D), £510.  
1958 THAMES 5-ton long-wheelbase truck (4D), £540.  
**ERRINGTONS OF EVINGTON, LTD.** Phone 38102-3. 906-244

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- TRADER 4D diesel 4-ton chassis, fitted with 1.250 cu. ft. low loading Luton body, new and unregistered, ex works for early delivery, £1,220.

- TRADER 4D diesel 4-ton low-frame chassis, fitted with 1.250-cu.-ft. body as above, immediate delivery from stock, £1,245.

- 1959 THAMES Trader 7-ton 7-cu.-yd. tipper, Anthony gear, £750.  
**MITCHAM LANE, S.W.16.** Streatham 3133-4. 606-396

- 1956 FORD 4D 2.3-ton boxvan, one owner, £325.  
**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-300

- 1958 Trader 5-ton long-wheelbase truck, 6D, clean, £465. Phone, Tideway 4441. 906-412

**Used Goods Vehicles (contd.)**

**VICTORIA MOTOR CO. (BRISTOL), LTD.**

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"BEST IN THE WEST."  
COMPLETE RANGE OF LIGHT OR HEAVY  
COMMERCIAL THAMES TRADERS FROM STOCK  
IMMEDIATE DELIVERY.

**GOOD USED COMMERCIALS.**

- THAMES Trader, 1959 (June), 7-ton, 138-in. wheelbase, Telehoist tipping gear, 13-ft. 6-in. wooden body, £875. 906-508

- 1959 Trader artic. unit, heater 2-speed axle, automatic coupling, 6-cylinder diesel, choice of two, £900.

- 1960 THAMES Trader 6-wheel platform, power steering and air brakes, £2,000.  
1960 Trader artic. unit, B.T.C. coupling, demonstration model, very low mileage, £900.  
1958 THAMES Trader 5-ton truck, £525.

- 1958 THAMES Trader Luton, 900 cu. ft., £700.  
1958 THAMES Trader 7-ton, platform body, £720.

- 1957 THAMES Trader 5-ton truck, choice of two, £525.  
1958 THAMES Trader 5-ton 6D 6-cu.-yd. tipper, £550; choice of two.

- 1958 THAMES Trader 7-ton 6D 14-cu.-yd. tipper, timber body, £825.  
1957 THAMES Trader 5-ton 4D drop-side truck, £400.

- 1956 THAMES 4D 1,100-cu.-ft. Luton, £350.  
1954 THAMES 4D Luton, 600 cu. ft., £225.

- 1960 THAMES Trader 6D 7-ton 7-cu.-yd. tipper, £875.  
1955 THAMES 4D, 1,100 cu. ft., £400.

- FRANK G. GATES, LTD., Gates Corner, E.18, Wanstead 6633. 906-387

- 1959 Trader 7-ton long-wheelbase truck, 6D, new tyres, clean, £685. Phone, Tideway 4441. 906-413

**HUNTER VEHICLES, LTD.**

CROWN WORKS,  
290 SOUTHBURY ROAD,  
ENFIELD.

- 1957 Thames chassis-cab, 157-in. wheelbase, 3 tons, 4D engine, 7.00 x 20 x 10-ply tyres, one owner, excellent condition.

- 1956 FORD Thames 3-ton double-drop-side truck, single colour, one owner, excellent condition.

**IMMEDIATE DELIVERY.**

HIRED-PURCHASE TERMS ARRANGED.

**HOWARD 4184.**

906-454

- ONE 5-ton 6D long-wheelbase truck, 1959, good condition.  
LATE 1955 3-ton THAMES 4D drop-side truck, nice condition.

- 1959 THAMES Trader 6D 6-cu.-yd. Anthony drop-side on 9.00 x 20, immaculate vehicle.  
**COOMBS SERVICE STATION (FORD Main Dealers),** By-pass Rd., Guildford 62962. 906-330

- 1959 FORD 12-seater light bus, dark green, one owner, £475.  
1959 FORD 7-cwt. van, light green, excellent condition, £295.

- PHOENIX MOTORS, LTD.**, Oxford Rd., Gerrards Cross. Phone, Denham 2716. Gerrards Cross 2545. 906-334

- 1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

- 1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456.

- 1955 FORD long-wheelbase tipper, steel drop-side body, reconditioned P6 diesel, new tyres, £295.

- 1948 7-ton FORD Trader, long-wheelbase truck with added slatted high sides, 30,000 miles only, one owner, excellent tyres, very clean, taxed December 31, 1961, £625. Edgware 2572. 906-381

**BENTLEY BROS. (SHEFFIELD), LTD.**

71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

- 1956 FORD Thames 4D with meat container body, this unit is in a good workable condition and in primer finish, £195.

- 1959 THAMES Trader 7-ton long-wheelbase diesel steel body tipper, £895. 906-493

**TRADER** York 6-wheeler 20-cu.-yd. coal tipper on 9.00 x 20 tyres, Welford body. Commercial Vehicles (B. on T.), Ltd., 141 New St., Burton-on-Trent. Phone 3682 and 6681. 906-561

- 1959, December, 7-ton Trader, 20-ft. platform, very clean vehicle, 9.00 x 20 tyres, £775 o.n.o. Cop 4777 or 4713. 906-557

- 1958 5-ton 6D drop-side tipper, 2-speed axle.  
1957 FORD Trader 5-ton 6D drop-side tipper, 2-speed axle.

- CARMO**, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 906-468

- 1956 Thames 5-ton 4D long-wheelbase drop-side truck, £350.  
1959 Thames 2-ton van, in excellent condition, £255.

- 1957 Thames 7-cwt. van, good condition, £200.

**COOMBS COMMERCIALS (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 906-550



## Used Goods Vehicles (contd.)

**1958.** October, THAMES 15-cwt. van, fitted with side door and Perkins Four-99 diesel engine, one owner, 37,000 miles, £375.  
**A. CLARK, LTD.,** Frances Rd., Windsor. Phone 1130-1.  
**TRADER.** 5-ton, 1957, 4D, long-wheelbase drop-side, bargain price, £325.  
**FORDSON** 5-ton long-wheelbase drop-side, 1955, P6 engine, very clean machine, £265.  
**TRADER** 7-ton long-wheelbase twin-ram tipper, 1959, 9.00 x 20 tyres, bargain price, £675.  
**D. EASTWOOD COMMERCIALS,** 27 Aston Rd. North, Birmingham. Airtel 3467. 906-581

### Ford Thames and Fordson Wanted

**USED THAMES** 4D trucks and Lutons, 1957-60, Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7. 906-112  
**WANTED.** FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 906-588

### GUY

**1958** Otter, 4LK, new 18-ft. platform, new gearbox and clutch, 2-speed axle, £650. Phone, Tideway 4441.  
**GUY** Invincible 4-wheeled 11-ft. 6-in. wheelbase chassis for cab, Gardner 6LW engine, p.t.o. unit, for immediate delivery. R.T.S. (Hackney), Ltd., 21-37 Arbatus St., E.8. Clissold 5920. 906-335

### LAND ROVER

**GOOD** selection of used **LAND ROVERS** always in stock  
**COMBES COMMERCIALS (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 906-555

**1951** LAND ROVER truck with tilt, good order, heater, £165.  
**1955** LAND ROVER, petrol, long wheelbase, cab and tilt, one owner, 41,000 miles, blue, £295.  
**1960** LAND ROVER 88 wheelbase, diesel, with hard top, low mileage, as new, £595.  
**A. CLARK, LTD.** official LAND ROVER dealers, A. Frances Rd., Windsor. Phone 1130-1. 906-563

### LEYLAND

**1956** LEYLAND Octopus chassis and cab, air brakes, excellent condition and tyres. Bramwell, Preston and Co., Ltd., Phoenix St., Bury, Lancs. Phone 4523 and 3900. 906-3355

**1956** LEYLAND Octopus 8-wheeled double-drive large-capacity tipper, new body and tipping gear, re-conditioned, £2,250.  
**J. GREEN AND SONS LTD.,** Brierley Hill, Staffs. Phone, Brierley Hill 77072. 906-9972

**1952** LEYLAND Octopus 8-wheeler 24-ft. drop-side, excellent condition, £1,050. Phone, Unimaster 5350. 906-3626

### BROWNHILLS MOTOR SALES.

### LEYLAND, ALBION, SCAMMELL

#### AUTHORIZED DEALERS.

**EARLY** delivery of new LEYLAND Comets and Super Comets  
**SEE** our advertisement under Used Goods Vehicles  
**Unclassified**

### BROWNHILLS MOTOR SALES.

**WATLING STREET (AS), BROWNHILLS, STAFFS.**  
 Phone, Brownhills 2307, 2336 and 2392. 906-186

**LEYLAND,** 1959, Leyland Super Comet, tractor unit, air brakes, fifth wheel coupling, immaculate, choice of five  
**OSWALD TILLOTSON, LTD.,** Summit Works, Burnley, Phone 2201. 906-052

**1955** Drop-side LEYLAND Octopus, twin drive, in excellent condition, tyres very good, £1,750, replacing by articulated vehicle, A. S. Carpenter, Water Lane, Exeter 74822. 906-3771

**1959.** October, LEYLAND Super Comet, 6-wheeler, Buys 3rd axle, 23-ft. 6-in. drop-side body, 37,000 miles only, as new, £2,100.  
**COX'S MOTORS (HILL TOP), LTD.,** 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 906-088

**1955** Comet long-wheelbase platform, £525.

**1947** Octopus long-wheelbase platform and drop side, four for £2,000, any trial welcomed, £395.  
**JOHN HUDSON,** Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 906-246

**1952** LEYLAND Octopus 8-wheeler, £485. Byron 3209 or Chalfont St. Giles 2554. 906-267

**LEYLAND** Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 906-380

**LEYLAND** 1953 Comet 90 long-wheelbase flat truck, well typed, exceptionally clean, any trial welcomed, £395.  
 Also 1951 model Comet 75 model on good tyres, one owner, ready for service, £195. W.E.M. Motors (Wimbeldon), 50-52 Kingston Rd., S.W.20. Phone, Malden 5342 and Cherrywood 4558. 906-449

### MAUDSLAY

**MAUDSLAY** 8-wheeler, 9.6 A.E.C. engine.  
**JACKERY AND CO.,** Maybells Farm, Ripple Rd., Barkins, Essex. Dominion 5583. 906-270

**1951** MAUDSLAY 8-wheeler, 9.6, £400. Byron 3209 or Chalfont St. Giles 2554. 906-265

**1949** MAUDSLAY 8-wheeler double-drive, 9.6 engine, platform, £150. Pirbright Garage, Pirbright Rd., Southfields S.W.18. Vandyke 6188. 906-425

### MORRIS AND MORRIS-COMMERCIAL.

**EX-W.D.** 4 x 4 tractor with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 906-802

**1957** MORRIS LCPD 3-ton diesel van, painted blue, unwritten, one owner, very good condition, £450. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath, Surrey. Tho 4221. 906-138

## Used Goods Vehicles (contd.)

### PALMERSTON OF KINGSTON.

**MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.**

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.,** 75-77 Penrhyn Rd., Kingston 5618. 906-426

**MORRIS** boxvan, running order, 15 cwt., £30 o.n.o. for 1477. 906-113

### RENAULT

### GORDON KING MOTORS, LTD.,

**SOUTH LONDON RENAULT DISTRIBUTORS.**

**NEW RENAULT** Estafette 10-12-cwt. vans, high-roof models, standard body (available with side-loading doors), pick-up with tilt, also 8-seater passenger vehicle, available for early delivery. Demonstration vehicles available now.

**MITCHAM LANE, S.W.16.** Streatham 3133-4. 906-397

### SCAMMELL

**SCAMMELL** tank transporter 'unit, Scammell 20-ton tractor ex-M.O.S., fully reconditioned. W. B. Holmes, Ltd., 18 Half Moon St., London, W.1. Gro 3524. 906-010

**PARADISE MOTORS,** Geldard Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 227-830

### SEDDON

**NEWPORT MOTOR SERVICE,** East Usk Rd., Newport, Mon. Phone 5941  
**SEDDON** distributors for Monmouthshire. 906-096

**1956** SEDDON Mk. 5L, 16-ft. 6-in. drop-side truck with canvas tilt, unladen weight 3 tons 4 cwt., £450. Cortice and Edwards, Nottingham 46674. 906-078

**1954** 5-ton SEDDON diesel long-wheelbase 16-ft. drop-side truck, above average condition, £325  
**Bridgwater Motor Co.,** Bridgwater 2218. 907-3322

### RYLAND GARAGE, LTD.,

**MIDLAND DISTRIBUTORS.**

**CLEARANCE SALE OF**

**USED SEDDONS.**

**1952** SEDDON diesel 5L drop-side truck, good condition.  
**1953** SEDDON 8-ton 20-ft. drop-side, any offer.  
**1954** SEDDON diesel 8-ton 20-ft. drop-side, choice of three at slashed prices.  
**1955** SEDDON diesel 5L platform truck.  
**ROOM** wanted, any reasonable offer accepted.

### RYLAND GARAGE, LTD.,

**RYLAND STREET,**

**Off Broad Street,**

**BIRMINGHAM, 16.**

**Edgbaston 4501-5.** 906-203

**1952** SEDDON 3-ton P4 platform lorry, £250.

**1949** 50 SEDDON 6-ton P6 long-wheelbase flats, from £125, or terms.  
**HENRY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-297

**1953** SEDDON diesel truck, £195.

**CARMO,** of London, Leighton Rd., London, N.W.5. Gulliver 5555. 906-469

### HUNTER VEHICLES, LTD.,

**CROWN WORKS,**

**290 SOUTHURBY ROAD,**

**ENFIELD.**

**1955** SEDDON 6-7-ton platform, good tyres, excellent condition, one owner.

**1956** SEDDON light-alloy boxvan and cab, P6, 6-7-ton, near-side shutter, tailboard and shutter to rear, plain grey, one owner, excellent condition.

### IMMEDIATE DELIVERY.

**HIKE-PURCHASE TERMS ARRANGED.**

**HOWARD 4184.** 906-486

**1955** SEDDON, £145. Phone, Yeovil 2091. 906-593

**BENTLEY BROS. (SHEFFIELD), LTD.,**

**71 THE WICKER, SHEFFIELD, 3.**

**Phone 29281.**

**VAUXHALL AND BEDFORD MAIN DEALERS.**

**1952** SEDDON 6-7-ton long-wheelbase drop-side truck, reconditioned P6 engine six months ago, £125. 906-495

**SEDDON** diesel Mk. 5L, 1953, long-wheelbase, 6-cu.-yd. calibrated double drop side, one owner, very well maintained, excellent order and tyres, £425 o.n.o. John Lawrance, Station Works, Billingshurst, Sussex. Phone 83. 906-519

### SENTINEL

**1954,** December, SENTINEL 6-wheel platform truck, good tyres and fitted sack loader, £325.  
**HAMBLINS GARAGE, THE COMMERCIAL PEOPLE, RECTORY** Rd., Rushdon, Northants. Phone 3211-3. 906-198

## Used Goods Vehicles (contd.)

**SENTINEL** 8-ton 18-ft. 6-in. flat, diesel, registered June, 1954, good condition, viewed by appointment. Drexin Rubber Co. Ltd. Rochdale 4464. 906-285

**SENTINEL** 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.  
**HENRY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-298

**1954** SENTINEL 6-wheel tipper, A.E.C. 775 engine, 1957 18-wheeled alloy body, twin-ram under-floor gears, Eaton 18500 3-speed axle.

**1951** SENTINEL 6-wheel lorry, reconditioned 4-cylinder DI engine.  
**K AND F (COMMERCIALS), LTD.,** Coteshill House, Atherstone. Phone, Atherstone 2481-2-3. 906-582

**1950** SENTINEL 7-ton diesel, 18-ft. platform, replacement engine, not yet run in, excellent, £115.  
**REJENT GARAGE, High St., Potters Bar.** Phone 2139, 9810. 906-529

### THORNYCROFT

**EX-W.D.** 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 906-803

**1955,** December, THORNYCROFT Sturdy Steer box-van, very clean, good tyres, ex-private firm, £335 or terms arranged.

**HENRY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 906-302

### TROJAN

**1958** TROJAN 1-ton van, cheap in clear, accident damaged, engine untouched, £100.  
**SELLERS AND BATTY, Fensgate, Peterborough** Phone, Peterborough 67048. 906-176

### UNCLASSIFIED

### PHOENIX MOTOR CO (SURREY), LTD.

**SUTTON.**

**VAN AND TRUCK SPECIALISTS**

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialized coachwork service and parts department.

**HIGH STREET, SUTTON, SURREY.**

Phone, Vig 0161. P.B. Ex.  
 (20 min. Victoria-rail or road.) 222-674

### RUFFORD MOTOR CO., LTD.,

**COMMERCIAL VEHICLE DISTRIBUTORS AND COACHBUILDERS.**

**OFFER** for early delivery new E.R.F. and Dodge trucks, all models.

**ASO** immediate delivery of—

**NEW** ALBION Caledonian 8-wheel 22-ft. alloy tipper.

**NEW** A.E.C. 8-wheel double-drive hydraulic tipper, large alloy body, 9.6 engine.

**NEW** DODGE 8-ton twin-steer, Leyland engine, 16-ft. hydraulic tipper.

**NEW** DODGE 8-ton hydraulic tipper, new Perkins engine, immediate delivery.

**NEW** DODGE York 19-ft. tipper, Leyland engine, immediate delivery.

**NEW** DODGE Perkins 7-ton short-wheelbase hydraulic tipper.

**1957** ALBION Reiver 22-ft. drop-side truck, Leyland engine.

**1955** ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C. engine.

**1953** ATKINSON 6-wheel 24-ft. flat, Gardner.

**1949** A.E.C. 8-wheel 24-ft. flat.

**1956** SEDDON artic., fitted 5LW engine and 22-ft. van body, fifth-wheel coupling.

**1954** A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine, 14-ft. hydraulic tipping trailer, clean condition.

**1953** FODEN 8-wheel tipper, Gardner, 23-ft. new steel body, resprayed.

**1946** ATKINSON 9-wheel double-drive tipper.

**1952** VULCAN short-wheelbase hydraulic tipper, 4LW engine, resprayed.

**1954** ATKINSON 4LW 15-ft. hydraulic tipper.

**1955** BEDFORD 7-ton long-wheelbase 15-ft. alloy tipper, R6 engine.

**1956** BEDFORD long-wheelbase 5-ton A-type drop-side truck.

**1949** BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-side body, new P6 engine.

**1948** COMMERCIAL, Perkins, 16-ft. drop-side truck.

**1953** DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.

**1960** FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.

**1958** FORD 7-ton Trader, flat.

**1956** FORD D long-wheelbase truck, new engine.

**1956** FORD D steel-bodied tipper, very clean.

**1950** LEYLAND Comet 18-ft. flat.

**ALL TYPES OF BODIES BUILT IN WOOD AND ALLOY.**

**HIKE-PURCHASE, LOW DEPOSIT AND PART-EXCHANGE.**

### MILE HILL GARAGE,

**CHESTERFIELD ROAD NORTH, MANSFIELD.**

Phone 2314-5. 906-924

B35

**Used Goods Vehicles (contd.)**

**CARMICHAEL'S FOR YOUR COMMERCIALS.**  
PHONE, KEMPSEY 439 AND 417.

**NEW VEHICLES FOR IMMEDIATE AND EARLY DELIVERY.**

**LEYLAND** Octopus tipping chassis and cab.  
**LEYLAND** Super Comet long-wheelbase chassis and cab.  
**AUSTIN** 5-ton forward-control diesel drop-side truck.  
**COMMER** 7-ton forward-control diesel drop-side truck.  
**GOOD-CLASS SECOND-HAND VEHICLES AT SPECIAL REDUCED PRICES.**

**B.M.C.**

**1960** AUSTIN 7-ton diesel all-steel tipper.  
**1960** AUSTIN 7-ton long-wheelbase all-alloy drop-side tipper.  
**1958** AUSTIN artic. unit, Scammell coupling.  
**1956** AUSTIN 7-ton long-wheelbase platform truck.  
**1956** AUSTIN artic. unit, Tasker coupling.  
**1954** MORRIS 5-ton forward-control petrol platform truck.

**ALBION.**

**1955** ALBION Chieftain, forward control, diesel, long wheelbase, all-alloy drop side; choice of two.  
**1955** ALBION Reiver 6-wheel, double drive, alloy platform, long wheelbase.

**FODEN.**

**1959-60** FODEN forward-control diesel (2-stroke engine just checked at works) long-wheelbase drop-side truck, 10.00 tyres.

**COMMER.**

**1957** 5-ton TS3, forward control, drop side.  
**1955** 5-ton, Perkins, normal control, drop side.  
**1956** BEDFORD 7-ton, forward control, long wheelbase, diesel, drop side.  
**1950** BEDFORD 5-ton 3-way tipper petrol truck.

**FORD.**

**1959** Thames Trader 7-ton, diesel, drop side, long wheelbase.  
**1955** Thames 5-ton, normal control, diesel, drop side.

**SEDDON.**

**1954** SEDDON 7-ton forward-control long-wheelbase platform truck.  
**1954** SEDDON 3-4-ton, forward control, diesel, drop side.

TERMS ARRANGED ON ALL ABOVE VEHICLES.  
KINDLY INSPECT OUR STOCK BEFORE PURCHASING.

VEHICLES ARRIVING WEEKLY.

**CARMICHAEL AND SONS (WORCESTER), LTD.,**  
CLERKENLEAP DEPOT,  
NEAR WORCESTER. 906-012

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**

**A.E.C. DODGE TROJAN SERVICE.**  
OFFICIAL FITTING STATION FOR TECALEMIT  
AUTOMATIC LUBRICATION EQUIPMENT.

**SECOND-HAND vehicles.**

**A.E.C.** Mercury, long wheelbase (drop-side), Decem-ber, 1956.  
**ALBION** Clydesdale, long wheelbase (platform), 1955.  
**B.M.C.** 7-ton, long wheelbase (platform), 1955.  
**FORD** Trader 7-ton, long wheelbase (platform).  
**BEDFORD** 7-ton long-wheelbase drop-side, 1957.  
**BEDFORD** 7-ton long-wheelbase drop-side, 1952 (petrol).  
**BEDFORD** 5-ton short-wheelbase tipper, 1951.

**DODGE** 7-ton long-wheelbase platform, 1954.  
**DODGE** (twin steer) 7-ton long-wheelbase tipper, 1958 (November).  
**NEW vehicles.**

**TWO** A.E.C. Mercury chassis and cabs, long wheelbase.  
**TWO** DODGE 8-ton chassis and cabs, long wheelbase.  
**ONE** FORD 7-ton Trader chassis and cab, long wheelbase.  
**ONE** FORD 7-ton Trader tipper vehicle, long wheelbase.  
**ONE** TROJAN 25-cwt. van, P4 engine.

**443 HANDSWORTH ROAD,**  
SHEFFIELD, 13.

Woodhouse 2541 (three lines). 906-022

**Used Goods Vehicles (contd.)**

**MESSRS.**

**GARLICK, BURRELL AND EDWARDS, LTD.,**  
188 REGENT ROAD,  
LIVERPOOL, 20.

**BEDFORD BEDFORD BEDFORD**  
THE FOLLOWING VEHICLES OFFERED FOR SALE ARE ALL PART-EXCHANGES, AND NOT HIRE-PURCHASE REPOSSESSIONS.

MOST OF THE BEDFORDS ADVERTISED WERE ORIGINALLY SOLD NEW BY THIS COMPANY AND HAVE BEEN BOUGHT IN PART-EXCHANGE AGAINST NEW ONES.

THIS WEEK'S FIRST THREE USED VEHICLES ARE ALL BEDFORD 6-WHEELERS, AS FOLLOWS—

**1958** BEDFORD, 300-cu.-in. diesel engine, Boys 6-wheel platform truck, double floor, 9.00 x 20, 14-ply tyres, painted red, and in excellent condition.  
**1957** BEDFORD, Comet engine, long-wheelbase Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout.  
**1958** BEDFORD 6-wheel tipper, Comet engine, single-speed axle, high-sided body, twin-ram tipping gear, 9.00 tyres, first-class condition throughout.  
**AVAILABLE** within the next seven days.

**TRACTORS AND TRAILERS.**

**WE** always have in stock a comprehensive range of quality used 10-ton and 8-ton BEDFORD, Scammell and S.A.E. tractors, together with several trailers.

**TIPPERS.**

**1955** DODGE short-wheelbase tipper, P6 diesel engine, 5-speed gearbox, 2-speed axle, good tyre equipment.  
**BEDFORD** O-type long-wheelbase tipper, single-ram gear, 12-ft. 6-in. body, fair condition, cheap.  
**1955** BEDFORD 7-ton short-wheelbase U-shaped all-metal-bodied tipper, fitted B.M.C. diesel engine and gearbox, £375.

**TRUCKS.**

**1957** BEDFORD 7-ton long-wheelbase flat, fitted Leyland diesel engine, one owner.  
**BEDFORD** 7-ton long-wheelbase platform truck, diesel, excellent tyre equipment, cheap.  
**1951** ALBION Chieftain 17-ft. 6-in. flat.  
**As above.**

**1959** BEDFORD 7-ton 300-cu.-in. diesel platform truck, standard body.  
**1958** BEDFORD 7-ton long-wheelbase platform truck.

**BEDFORD** O type with insulated meat-container body, £195.  
**1957** BEDFORD 300-cu.-in. diesel 5-ton normal-control long-wheelbase drop-side truck, £375.  
**1955** BEDFORD 5-ton normal-control long-wheelbase platform truck, petrol, £165.  
**1952** BEDFORD O-type long-wheelbase platform truck, £125.  
**1953** SEDDON P6 5-speed box long-wheelbase platform truck.  
**1953** MORRIS 25-cwt petrol platform truck, with canopy roof, high front and rear loading boards, in 1958 condition.

**WE ALWAYS HAVE A LARGE STOCK OF VANS, CONVERSIONS AND PICK-UPS AVAILABLE AT ALL PRICES.**

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

**GARLICK, BURRELL AND EDWARDS, LTD.,**  
188 REGENT ROAD,  
LIVERPOOL, 20.  
Phone, Bootle 4343. 906-006

**BEECH'S GARAGE (HANLEY), LTD.**

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

**1948** E.R.F. Twin Steer, Gardner 5LW engine, 20 ft. drop-side body, in fair condition.  
**NEW** B.M.C. 7-ton 150-in. wheelbase chassis and cab, in stock, immediate delivery.

**1956** ALBION Reiver, Leyland engine, 22-ft. platform body, double-drive, 9.00 x 20 tyres, in very good condition.  
**1959** August, FORD Thames 6D boxvan, 20 ft. by 7 ft. by 7 ft., inside measurements, with flat floor, 9.00 x 20 tyres, in very good condition.

**1958** FORD Thames 7-ton twin-ram end hydraulic tipper, 16-ft. body with 3-ft. 3-in. drop-sides, 9.00 x 20 tyres, in very good condition.  
**A.E.C.** 6-wheeler, ex-M.O.S., 3,000-gal. refueller, long condition.

**1951** E.R.F. 4.4, 4LW Gardner engine, 16-ft. drop-sided body, 9.00 x 20 tyres, ex-C licence user.  
**1959** FORD FE14, 4-cylinder engine Foden, 18-ft. platform body, Michelin 9.00 x 20 tyres, in excellent condition.

**1959** BEDFORD Scammell tractor, Bedford engine, 2-speed rear axle, 5-speed gearbox, with new Scammell 12-ton 25-ft. drop-sided trailer.  
**1957** BEDFORD 6-ton S-type medium-wheelbase end tipper, 3-ft. drop-sided body, repainted.

**1955** June, FODEN FE8, 9-ton end tipper, 15 ft. 6 in. by 3 ft. by 7 ft. 6 in. drop-sided body, in very good condition.  
**1959** GUY Warrior, twin steer, A.E.C. engine, 18-ft. by 7 ft. by 4 ft. fixed-sided end hydraulic tipper, 9.00 x 20 tyres, in very good condition.

**A.E.C.** Matador 4 x 4, ex-M.O.S., in excellent condition.

**BEECH'S GARAGE (HANLEY), LTD.,**

LEEK ROAD, HANLEY, STOKE-ON-TRENT.  
S-on-T, 23038 and 23039. 906-055

**Used Goods Vehicles (contd.)**

**OSWALD TILLOTSON, LTD.**

SUMMIT WORKS, BURNLEY.  
Phone 2201-4.

A.E.C. AUTHORIZED DEALERS.  
MORRIS-COMMERIAL AND YORK TRAILER DISTRIBUTORS.

DEPOTS AT  
PRESTON STREET, BRADFORD, 7.  
Phone 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 2845-6.

KINGSWAY WEST, DUNDEE.  
Phone 66336.

**1957** A.E.C. Majestic, 9.6 engine, air brakes, chassis-cab only.  
**1957** Thames Trader, 6D engine, 17-ft. 6-in. platform body.  
**1959** GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.

**1959** LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition choice of two.  
**BRISTOL** crawler tractor, Model 22, P3 diesel engine, complete with Trak Grip.

**1958** A.E.C. Mammoth Major 8-wheeler, 9.6 engine, double drive, 24-ft. platform body.  
**1959** COMMER TS3, 2-stroke engine, 17-ft. 9-in. drop-sided body.  
**1958** B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

**CARRIMORE** 4-wheel trailer, 16-ft. wood platform body.  
**1958** SEDDON, 4LW engine, 2-speed axle, 18-ft. body.  
**1959** ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body, choice of two.

**1959** FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.  
**1959** ALBION Clydesdale tractor unit, Leyland 3-5 engine, fifth-wheel coupling.

**1959** GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.  
**1960** B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

**1958** COMMER TS3, 2-stroke engine, 18-ft. platform body.  
**1958** COMMER TS3, 2-stroke engine, 18-ft. platform body.  
**1958** AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.

**1955** FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.  
**1959** (Late) FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body, immaculate.

**1955** ALBION Chieftain tractor unit with Carrimore semi-trailer.  
**1958** Thames Trader, 6D, Balco extensions, 23-ft. 6-in. platform body.

**1958** (Late) B.M.C. 7-ton tipper, power steering, 2-speed axle, 11-ft. 6-in. steel tipping body, immaculate, licensed choice of six.

**1958** A.E.C. Mammoth Major 6-wheeler, 9.6 engine, single drive, 23-ft. platform body.  
**1953** E.R.F. 6-wheeler, 6LW, double-drive tanker.

**1957** A.E.C. Mercury Mark II, 7.75 engine, 21-ft. platform body.  
**1953** E.R.F. 6-wheeler, 6LW engine, double drive, fitted with steel tank.

**1953** DODGE 6-wheeler, Leyland engine, Boys third axle, 22-ft. 6-in. drop-sided body.  
**1959**

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**NEW** TROJAN 25-cwt. drop-side tipping truck, P3 engine.  
**NEW** TROJAN 25-cwt. van, P3 engine.

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**1954** AUSTIN Loadstar articulated unit, complete with trailers, Scammell coupling.  
**1954** DODGE 6-cu.-yd. short-wheelbase wood-body tippers, Perkins P6 and R6 engines.

**1956** BEDFORD petrol 6-wheel 17-cu.-yd. wood-body coal tipper.  
**1956** B.M.C. 7-ton long-wheelbase drop-side lorry.

**1957** COMMER TS3 short-wheelbase 14-cu.-yd. coal tipper.  
**1957** DODGE 6-ton long-wheelbase platform lorry, Perkins P6 engine.

**1958** Thames Trader 5-ton drop-side truck.  
**1959** B.M.C. 4-wheel-drive heavy-duty scow-end steel-body dump trucks.  
**1956** MORRIS J2 van.

**1956** BEDFORD 10-cwt. milk float.  
**1957** BEDFORD 10-15 Grosvenor-Grafton personnel carrier.

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**1958** Diesel LAND ROVER, hard top, heater, first-class condition. 906-209

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### NEW VEHICLES.

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**B**EDFORD 7-ton 36SC1, normal control, Bedford 300 engine, 2-speed, 4-speed, 9.00 x 20 12-ply to rear, 8.25 x 20 12-ply to front, complete with Teichost tipping gear and wood drop-side body, £1,566 10s.  
**B**EDFORD 10-ton KAI tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.  
**B**EDFORD 7-ton KFTCS chassis and cab, complete with Teichost tipping gear and steel body, on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £2,024 9s. 6d.  
**Y**ORK DW2 12-ton 25-ft. vacuum-brake semi-trailer, 2-ft. headboard, £881 14s.  
**Y**ORK DW 12-ton 25-ft. vacuum-brake semi-trailer, 2-ft. headboard, £904 5s.  
**Y**ORK Freightrider 184, 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.  
**Y**ORK TWA 26 ft. tandem axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres, 2-ft. wood headboard, 2-speed landing gear, £1,775.  
**H**ANDS 10-ton 20-ft. in-the-well low-loader with Thompson 4-ton winch, £2,190.

### LONG WHEELBASE.

**B.M.C.** 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.  
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**B**EDFORD 1956 7-ton Balco extended 20-ft. platform, with Bedford 300 diesel engine, £650.  
**B**EDFORD 1953 5-ton petrol 800-cu-ft. boxvan, £325.  
**B**EDFORD 1954 3-ton A-type boxvan, petrol, £325.  
**A**USTIN 1952 Loadstar, petrol, 1,200-cu-ft. pantech-nicon, £250.  
**B**EDFORD, 1957, Comet engine, 7-ton long-wheelbase platform, £575.  
**C**OMMER 1955 25-cwt. van, good condition, £150.

**S**ENTINEL 1955, fitted with Gardner SLW, vertical in the cab, massive prop. shaft, cheap to clear, £400.  
**M**ERCURY 1955, 20-ft. platform body, in good condition throughout, £725.  
**A**LBION Reiver, 1956, 21-ft. aluminium framed platform body, standard coachbuilt cab, exceptionally good condition throughout, one owner, £800.  
**B**EDFORD 1955 A-type 5-ton long-wheelbase platform, P6 diesel, good condition and ready for work, £300.  
**B.M.C.** 1956 7-ton long-wheelbase, B.M.C. diesel, good condition throughout, £300.  
**B**EDFORD 1951 7-ton long-wheelbase petrol platform, in exceptionally good condition, two owners only, £125.  
**B**EDFORD 1954 7-ton long-wheelbase platform, R6 diesel, one owner, very well cared for, £250.

### TIPPERS.

**A.E.C.** Mercury Mark II, 1956, Pilot twin under-body gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.  
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**E.R.F.** 1949, 4LW Gardner, standard wood body tipper, very careful operators, £750.  
**B.M.C.** 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.  
**D**IFORD 1954, 7-ton R6, U-shaped steel body tipper, good condition, £450.  
**L**EYLAND Comet, ECO/4R, 1957, normal control long-wheelbase tipper, Pilot twin under-body gear and wood drop-side body, in good condition throughout, £1,100.  
**A.E.C.** Mammoth Major 8-wheeler, 1954, 9.6 engine, recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.  
**A.E.C.** Mammoth Major 8-wheeler (December 1955), 9.6 engine, double drive, wood body tipper, in exceptionally good condition throughout, £2,150.

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**A**LBION Chieftain Scammell, 1956, tractor unit, complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.  
**B**EDFORD, 1952, R6 diesel, Dyson 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850.  
**E.R.F.** 1946, Gardner SLW tractor unit, in exceptionally good condition throughout, £475.  
**Y**ORK DW2 12-ton 26-ft. platform trailer with head-board, used a few times only, in absolute as-new condition, £800.  
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**D**OLLIES. To convert S.A.E. coupling semi-trailers to full trailers; these dollies are by Freuhauf and are suitable for practically all S.A.E. type semi-trailers, £200 each.  
**B**EDFORD, 1955, A-type tractor unit, petrol engine, complete with vacuum brake equipment, no coupling, £125.  
**B**EDFORD, 1946, articulated van, this is a low loading car transporter combined with workshop and lift-up section of the side, has great possibilities for display van, etc., the tractor unit not particularly good mechanically, £325.

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**1959** ATKINSON L1786X (Gardner 6LX 150 b.h.p.) 17-ton 8-wheel Milshaw 23-ft. alloy tipper.  
**1959** ALBION Reiver (Leyland diesel) 6-wheel double-drive Milshaw 17-ft. alloy tipper.  
**1959** BEDFORD SST1 and J6 (Bedford diesel) 7-ton 4-wheel steel tippers, choice two.  
**1959** MORRIS (B.M.C.) 5.1-litre 4-wheel - 120-in. wheelbase tractor, fifth-wheel coupler.  
**1958** MORRIS (B.M.C.) 5.1-litre 7-ton 4-wheel 150-in. tipper, 15-ft. body, 9.00 x 20.  
**1958** FORD Trader 4-ton 4-wheel short-wheelbase tipper, steel body, 9.00 x 20.  
**1958** ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheel Milshaw 15-ft. alloy tippers; choice two.  
**1958** ATKINSON M644LW (A.E.C. 7.75-litre) 8-10-ton 4-wheel Milshaw 15-ft. alloy tipper.  
**1957** A.E.C. Mercury Mark II (7.75-litre) 8-10-ton 4-wheel, 21-ft. platform, 9.00 x 20.  
**1956** ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20; choice two.  
**1952** E.R.F. (Gardner S.W.) twin-steer 6-wheel, 20-ft. platform, 9.00 x 20 tyres.  
**N**EW York HW2 14-ton 25-ft. single-axle DW2 12-ton articulated semi-trailers from stock.

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**1957** AUSTIN J2 10-cwt. van, £200.  
**1955** COMMER TS3 artic. unit, Scammell coupling, £175.  
**1954** DODGE P4 Lution, 1,000 cu. ft., £275.  
**1951** Bedford 7-ton platform, alloy body, petrol engine, £150.  
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**1958** Trader 6D 7-ton long-wheelbase chassis-cab, green, extra equipment, 9.00 x 20 tyres, spare unused, £575.  
**1959** BEDFORD 300 diesel 7-ton long-wheelbase truck, low mileage engine, 8.25 x 20 12-ply tyres, £710.  
**1959** BEDFORD 300 diesel, 2-speed axle, 7-ton fixed-side tipper, very clean, low mileage, £700.  
**1959** Trader 6D 5-ton 138-in. wheelbase drop-sided tipper, 8.25 x 20 12-ply extra equipment, £475.  
**1957** COMMER diesel 25-cwt. van, £200.  
**1956** Thames 4D 30-cwt. van, clean, £225.  
**1954** COMMER TS3 7-ton flat truck, clean, £300.  
**1955** BEDFORD R6 7-ton truck, 8.25 x 20 tyres, £295.  
**1953** BEDFORD petrol 7-ton truck, 8.25 x 20 tyres, very clean, £113.  
**1955** Thames P6 4.5-ton long-wheelbase drop-sided truck, £160.  
**1955** Thames 4D 3.4-ton long-wheelbase truck, £240.  
**1955** Thames reconditioned 4D 2-ton short-wheelbase truck, £190.  
**1958** Trader articulated unit, £550.  
**1959** STANDARD Atlas van, low mileage, red, £250.  
**1956** Thames 5-cwt. van, blue-grey, £210.  
**1955** Thames 5-cwt. van, green-fawn, £205.

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**1959** COMMER TS3 diesel 7-ton long-wheelbase trucks, 9.00 x 20 tyres, choice of two, £800.  
**1959** Trader diesel 7-ton long-wheelbase truck, 18-ft. platform body, 9.00 x 20 tyres, £500.  
**1959** Trader 30-cwt. drop-side truck, 7,000 miles only, £450.  
**1957** FORD 4D diesel 3-ton long-wheelbase drop-side truck, immaculate, £325.  
**1957** BEDFORD 7-ton long-wheelbase drop-side truck, £275.  
**1956** MORRIS 30-cwt. drop-side truck, 25,000 miles only from new, £195.  
**1956** BEDFORD diesel 5-ton long-wheelbase truck, £275.  
**1956** AUSTIN 3-ton long-wheelbase drop-side truck, immaculate condition, £295.  
**1955** DODGE diesel 5-ton long-wheelbase truck, £300.  
**1955** AUSTIN diesel 3-ton long-wheelbase drop-side truck, £300.  
**1954** BEDFORD diesel 5-ton long-wheelbase truck, £265.  
**1954** BEDFORD 7-ton long-wheelbase truck, £120.  
**1951** COMMER QX 7-ton truck and 4-wheel drawbar trailer, £150.

### LUTONS AND BOXVANS.

**1,700** CU.-FT. 1958 Trader diesel Lution van, separate cab, first-class body, one C-licence owner, £775.  
**1,350** CU.-FT. 1957 B.M.C. diesel, 5-ton Lution van, fully forward-control, superb vehicle in every way, £725.  
**1,250** CU.-FT. 1959 FORD 4D diesel Lution van, separate cab, 25,000 miles only, a very clean vehicle in good condition, £750.  
**1,000** CU.-FT. 1955 BEDFORD 5-ton boxvan, separate cab, £150.  
**800** CU.-FT. 1955 AUSTIN diesel 3-ton boxvan, separate cab, £250.  
**800** CU.-FT. 1957 FORD 4D diesel boxvan, first-class body, one owner, £300.  
**750** CU.-FT. 1957 AUSTIN 2.3-ton Lution van, low loader, ideal for local removals, £365.  
**700** CU.-FT. 1954 BEDFORD diesel 5-ton boxvan, separate cab, alloy body, unladen weight 2 tons 19 cwt., £265.  
**600** CU.-FT. 1956 FORD 30-cwt. Lution van, low-loader, £250.

### TIPPERS.

**1960** Trader tippers, 7-yd. steel drop-side bodies, on 9.00 x 20 tyres, 21,000 miles, £775.  
**1957** FORD 4D diesel, 5-ton short-wheelbase tipper, steel body, £235.  
**1955** BEDFORD 5-ton long-wheelbase drop-side tipper £325.

### ARTICULATORS.

**1960**, January, Trader diesel articulator unit, and 25-ft. Hands trailer, £1,200.  
**1954** BEDFORD-SCAMMELL 10-ton unit and 22-ft. trailer, £260.  
**1952** BEDFORD Scarab artic. and 1,000-cu-ft. low-loading pantech-nicon trailer, in outstanding condition, £425.  
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### SPECIALIST VEHICLES.

**1951** BEDFORD 2.3-ton chassis-cab, fitted with hydraulic wooden platform which can be raised to a height of 30 ft., this vehicle is outstanding in condition for the year, £250.

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**1955** (Late) LEYLAND Octopus 8-wheel tipper, large coal box body, just fitted reconditioned engine, air brakes, clean and good condition, only £1,750.  
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1956 SCAMMELL Scarab and 4½-yd. power tipper, petrol engine, £175.

**TRUCKS.**

- 1960 AUSTIN 7-tonner, all extras, 6,000 miles on a new engine, £990.  
1958 AUSTIN 5-ton drop-side truck, highly recommended, £700.  
1958 COMMER 7-ton TS3, air brakes, 5-speed gearbox, £730.  
1957 COMMER 7-ton TS3 drop-side truck, good condition, £675.  
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.  
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.  
1956 Thames 4D 5-tonner, good condition, choice of two, £325.  
1955 GUY Otter 6-tonner, P6 engine, 2-speed axle, £250.  
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.  
1948 ALBION 8-wheeler, good condition, choice of two, £385.  
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.  
1948 ALBION 6-wheeler, good condition, choice of three, £300.  
1947 FODEN 7-tonner, LW engine, £345.  
1947 E.R.F. 7-tonner, LW engine, £345.  
1953 DODGE 5-tonner, P6 engine, £225.  
1944 LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.  
1946 LEYLAND Beaver, good condition, £325.  
1940 A.E.C. 8-wheeled chassis and cab, 7.7 engine, needs tidying, £225.  
1950 BEDFORD 5-ton OL model, average condition, choice of three, £75.

**ARTICULATED VEHICLES.**

- 1956 SCAMMELL Scarab with 20-ft. trailer, petrol engine, choice of two, average condition, £200.  
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- 1953 COMMER 3-ton van with side loading doors and integral cab, 100% condition throughout, new tyres, £175.  
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5-TON long-wheelbase diesel chassis-cab, normal control.

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1954 7-ton long-wheelbase DODGE diesel, platform truck, 5-speed gearbox, engine completely overhauled, in excellent condition, £375.  
1958 2-ton diesel FORD Thames van, in good condition, £350.  
1953 Thames Cost Cutter 3-ton long-wheelbase truck, £240.  
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- NEW COMMER York 6-wheel 22-yd. alloy tipper.  
1960 COMMER Unipower, 23-ft. platform, £1,450.  
1960 COMMER short-wheelbase 7-ton tipper, £1,050.  
1957 COMMER 7-ton long-wheelbase drop-siders, one owner, from £495.  
1957 COMMER 6-ton Superpoise P6 long-wheelbase drop-sider, £375.  
1958 COMMER 15-cwt. personnel carrier, 14,000 only, £375.  
1959 COMMER 8-cwt. E.D.V., £325.  
1956 COMMER 7-ton QX, petrols, from £75.

**FORDS:—**

- 1960 6D Trader, 5-ton long-wheelbase drop-sider.  
1960 6D Trader 10-ton tractor unit, 26,000 miles only, £650.  
1960 6D Trader 10-ton tractor unit, 23,000 miles only, S.A.E. Pin, extra fuel tank, £775.  
1960 Merriworth 12-ton semi-trailer, 25-ft. hydraulic bogie, £450.  
1959 6D Trader 7-ton 18-ft. drop-sider, £675.  
1958 6D Trader 5-ton long-wheelbase drop-siders, £500; choice of three.  
1958 6D Trader 7-ton steel tippers, short wheelbase, £500 each.  
1956 4D 16-ft. drop-siders, £285 each.  
1955 4D 15-ft. tipper, £325.  
1952 ET7 16-ft. steel drop-sider, reconditioned P6, £175.

**BEDFORDS:—**

- 1959 7-ton S-type, Comet engine, 18-ft. platform, £575.  
1957 7-ton S-type, R6, 18-ft. platform, £275.  
1952 7-ton S-type Scammell tractor unit, petrol, above average, £225.  
1952 7-ton S-type petrol 17-ft. drop-sider, £125.  
1950 5-ton, fitted new 4D engine and alloy body, £175.  
1952 ditto, fitted cattle truck body, £325.

**B.M.C. S:—**

- 1957 3-ton diesel forward-control 15-ft. drop-sider, £395.  
1956 2-3-ton diesel normal control van, separate cab, Cascellite roof, welded block, taxed, £225.

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- 1960 Invincible 8-wheeler, double-drive, 25-ft. platform, air brakes, power steering, low mileage, as new £3,100.  
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1956 7-cu.-yd. BEDFORD diesel tipper.  
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1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.  
1958 DODGE R6 with Boys third axle, 15-ft. 6-in. by 5-ft. timber with fixed sides; choice of two.  
1957 COMMER TS3 7-ton 13-ft. by 3-ft. timber drop-side.  
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1955 ALBION Chieftain 13-ft. timber fixed sides.  
1958 FORD Trader heavy-duty 5-ton, 6D engine, 12-ft. steel fixed sides.  
1957 COMMER 7-ton TS3, 12-ft. by 3-ft. timber drop-side.  
1951 SEDDON 6-ton P6, 13-ft. by 4-ft. timber, fixed sides.  
1959 LEYLAND Comet Model ECOS2/2R with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed sides, with 1-ft. timber extension.  
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**PLATFORM.**

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1956 BEDFORD normal-control 16-ft. 6-in. timber flat.  
1955 DODGE 6-ton, P6, 16-ft. timber drop-side.  
1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side body.  
1952 E.R.F. 6-wheeler, 24-ft. timber drop-side.  
1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.  
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1953 THORNYCROFT, 18-ft. timber double-drop-side.  
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1958 COMMER 7-ton TS3, 16-ft. 6-in. timber drop-side.  
1954 DODGE 5-ton P6, 16-ft. 6-in. timber flat.  
1957 BEDFORD 6-ton 16-ft. timber drop-side.  
1954 FORD Thames 3-ton 4D 14-ft. 6-in. timber flat.  
1957 A.E.C. Mercury with third axle, 21-ft. 3-in. by 1-ft. 9-in. timber drop-side.  
1948 FORD Thames 4D, 16-ft. 6-in. timber drop-side.  
1958 BEDFORD 7-ton, G.M.C. engine, 16-ft. timber flat.  
1958 AUSTIN 5-ton 14-ft. 3-in. timber flat.  
1954 LEYLAND forward-control medium-wheelbase 16-ft. alloy flat.  
1958 ALBION Chieftain Model CHAL 16-ft. 6-in. alloy-framed timber flat.  
1953 LEYLAND Model ECO2/1R 16-ft. 6-in. timber flat.  
1956 COMMER 7-ton TS3 16-ft. timber drop-side.  
1955 ALBION Chieftain 18-ft. alloy flat.  
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**TRACTOR UNITS.**

- 1958 LEYLAND Comet Model ECOS2/8R, Scammell tractor unit.  
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1957 BEDFORD tractor unit, Meadows engine, with 25-ft. Scammell trailer.  
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NEW 12-ton 25-ft. Scammell automatic-coupling semi-trailers available as chassis only platform or drop-side, 9.00 x 20 (14-ply) tyres, immediate delivery.

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WE also have a good range of used BEDFORD 15-cwt. vans and conversion. 906-016



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- NEW LEYLAND Beaver tractor.
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- 1953 Model SEDDON boxvan, Perkins diesel engine, £115.
- 1956 BEDFORD A-type Scammell units, choice of three, £200.
- 1958 BEDFORD CAV van, one owner, C licence, £225.
- 1956 MORRIS B.M.C. unit and trailer, one owner, C licence, immaculate condition, £500.
- 1954 AUSTIN 5-ton trucks, alloy bodies, P6, choice of three, £250 each.
- 1953 SEDDON 3-ton, P4 engine, platform body, £150.
- 1950 FODEN 6-wheeler, 6LW, double-drive, £600.
- 1950 LEYLAND Comet, platform bodies, one owner, C licence, £175 each.
- 1950 LEYLAND Comer 90 articulator, complete with 24-ft. platform trailer, one owner, C licence, 9.00 x 20.
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SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

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- 1957 BEDFORD diesel 6-ton forward-control with 16-ft. double-drop-side body.
- 1956 COMMER 4-ton Superpoise drop-side, petrol (at Cardiff).
- 1955 FORD Thames 4D 5-ton platform.
- 1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
- 1955 E.R.F., 4LW engine, 16-ft. wooden platform, 9.00 x 20 tyres.
- 1954 BEDFORD diesel 5-ton with 14-ft. double-drop-side body.
- 1953 LEYLAND Comet platform vehicle, 17-ft. 6-in. body, choice of two (at Cardiff).
- 1953 LEYLAND Comet, 9.00 x 20 tyres, 16-ft. alloy platform, very clean.

### TIPPERS.

- 1958 BEDFORD diesel 6-ton normal-control tipper.
- 1957 LEYLAND Octopus tipper, Pilot underbody gear, light-alloy 14-cu.-yd. body, 9.00 x 20 tyres (at Cardiff).
- 1957 ALBION Clydesdale tipper, Comet engine, 10.00 x 20 tyres (at Cardiff).
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April 28, 1961—THE COMMERCIAL MOTOR 57  
(Supplement)

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- 1959 BEDFORD 6-wheeler, York conversion 300 diesel, 2-speed axle, platform body, immaculate, one owner, small mileage.
- 1955 DODGE 106 P6, platform, good condition.
- 1946 E.R.F. tractor, 77 engine, fifth-wheel coupling, good tyres, sound, ex-stock.
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- B.T.C. W1192, 15-ton four-in-line, 26-ft. platform semi-trailer, twin line air brakes. 906-178

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- 1959 BEDFORD J-type 6-cu.-yd. steel bodied tipper, 2-speed axle, 300 diesel engine, choice of four, £650.
- 1958 November, COMMER TS3, long-wheelbase flat, 9.00 x 20 tyres, £675.
- 1957 BEDFORD D-type, 300 engine, 6-ton short-wheelbase tipper, complete new wooden body, £550.
- 1957 ATKINSON 4-wheel double-ram tipper, 5LW engine, 10-cu.-yd. alloy body, 9.00 x 20 tyres, condition choice of two, £1,050.
- 1956 COMMER TS3 artic. Scammell coupling with 21-ft. trailer, £495.

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- 1958 FORD 6D 5-ton drop-side truck, £525.
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- 1957 BEDFORD 5-ton flat, A-type, P6 engine, £345.
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- 1956 FORD short-wheelbase wooden-bodied tipper, P6 engine, £175.
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- 1951 ALBION Chieftain short-wheelbase, drop-sided steel bodied tipper, very clean, £275.
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- 1957 COMMER TS3 (choice of two).
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- SELLING for client.
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**1959** DODGE 245, Leyland engine, Eaton 2-speed,  
14-ft. 6-in. long, steel-body drop-side tipper.  
**1959** GUY Warrior, 4LW Gardner engine, Eaton  
2-speed, steel-body and alloy-body tippers,  
choice of two.  
**1958** October DODGE 3145AY, Comet engine,  
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**1956** DODGE 145AR6 14-ft. 6-in.-long tipper; choice  
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**1955** BEDFORD A-type, medium-wheelbase tipper.

**A** Licences and vehicles for sale.

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**1951** COMMER Q2 boxvan, petrol, green, £195.  
**1955** AUSTIN 3-ton diesel Luton van, grey, £285.  
**1955** AUSTIN 3-ton petrol drop-side truck, grey,  
£195.  
**1957** AUSTIN 3-ton diesel drop-side truck, green,  
£415 (G).  
**1956** AUSTIN 3-ton diesel, drop-side truck, green,  
£395 (G).  
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diesel chassis and cab, 167-in. wheelbase, excel-  
lent condition, choice of two, £405.  
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careful owner, ready for immediate use, £765.  
**1956** DODGE 6-ton long-wheelbase platform truck,  
2-speed axle, good reliable vehicle, £195.  
**1956** FORD Thames 4D with meat-container body,  
this unit is in a good workable condition and  
in primer finish, £195.  
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truck, recent rear axle overhaul, one C-Licence  
owner, £495.  
**1954** BEDFORD 10-ton petrol tractor with 22-ft.  
straight-frame trailer, £325.  
**1959** Thames Trader 7-ton long-wheelbase diesel steel  
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**1949** 2-1/2-ton BEDFORD boxvan, petrol engine, good  
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**1946** E.R.F. twin steer, rebuilt in 1954, recent engine  
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truck, reconditioned P6 engine six months ago,  
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**A** Good selection of other used commercial vehicles  
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2-speed axles petrol engine, perfect in every  
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**1958** COMMER TS3 diesel tipper, panelled long-  
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repainted, £775.  
**1954** BEDFORD 4-ton with insulated container body,  
roughish but sound, P6, £200.  
**1958** BEDFORD 6-ton short-wheelbase diesel tipper,  
in excellent condition, £600.  
**1957** Trader 5-ton short-wheelbase diesel tipper, steel  
body, drop sides, good machine (tower driven),  
£525.  
**1957** BEDFORD 6-ton short-wheelbase diesel tipper,  
very good (tower driven), £575.  
**1958** E.R.F., completely rebuilt and re-registered  
with 2-seer, in excellent condition.  
**1958** BEDFORD 7-ton long-wheelbase drop-side  
truck diesel, 9000 tyres all round, 2-speed axle,  
excellent condition and repainted.  
**AVAILABLE** 29-seater workmen's coaches (choice of  
three), utility type, sound, from £125.

**A** CHOICE of six 1958 BEDFORD Boys diesel 6-wheelers,  
long-wheelbase flat with 2-speed axle, from £850.

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STOKE-ON-TRENT.

Phone 48581. 906-461

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AUSTIN EAST KENT DISTRIBUTORS.

- A** AUSTIN 1-ton diesel van, LD04, forward control, list.  
**A** AUSTIN 1-ton petrol van, LD4, forward control, list.  
**A** AUSTIN 2-ton forward-control chassis-cab, T200 petrol  
10-ft. 9-in. wheelbase, list.  
**A** AUSTIN 2-ton forward-control chassis-cab, T200 petrol,  
9-ft. 6-in. wheelbase, list.  
**A** AUSTIN 7-ton diesel chassis-cab, 900 x 20 tyres, long-  
range fuel tank, 13-ft. 4-in. wheelbase, list.  
**E** ARLY delivery of all AUSTIN commercial vehicles.

#### SECOND-HAND VEHICLES

- 1960** BEDFORD 10-12-cwt. van, repainted, £330.  
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#### 28-30 SAINT PETER'S STREET.

Canterbury 6161 (10 lines). 906-499

#### WOODYATT MOTORS, LTD.

BEDFORD MAIN DEALERS.

THE BEDFORD CENTRE,  
SOUTHEND-ON-SEA.

Phone 43344.

- 1961** BEDFORD JO 10-cwt. pick-up, under 1,000  
miles offers.  
**1958** BEDFORD 7-ton diesel drop-side truck, £600.  
**1956** DODGE Luton van, 8-ton diesel, £525. 906-467

#### MOYLE GARAGES, PAIGNTON.

PHONE 83456.

#### A.E.C.-COMMERCIAL DISTRIBUTORS.

- N**EW A.E.C. Mercury 11-ft. 9-in. chassis-cab, immediate  
delivery.  
**N**EW COMMER 15-cwt. high-top van, diesel.  
**N**EW COMMER 30-cwt. van, diesel.  
**A**.E.C. Monarch drop-sider, 21 ft. 6 in., £625.  
**C**OMMER 15-cwt. diesel van, 1960, low mileage, for-  
ward control, £560.  
**B**EDFORD, 1957, Boys alloy-framed drop-side body,  
Comet engine, 4890 o.n.o.  
**M**ORRIS 1957 15-cwt. forward-control van, clean, £195.  
**A**USTIN 1954 normal-control 5-ton P6 drop-sider, £295.  
906-453

#### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD ROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

- N**EW 5- and 7-cwt. Thames vans.  
**N**EW 12- and 13-seater buses, Ford and Morris.  
**N**EW 3- and 5-ton Thames Trader trucks.  
**N**EW Thames Trader Lutons.  
**N**EW 10-12-cwt. MORRIS van.  
**N**EW 1- and 1-1/2-ton MORRIS vans.  
**1956** AUSTIN diesel tractor, 8-ton, 23-ft. 9-in. plat-  
form, semi-trailer.  
**1954** BEDFORD 5-ton long-wheelbase truck.  
**1956** DODGE 2-1/2-ton tipper.  
**1956** MORRIS 1-ton diesel van.  
**1958** Thames Trader 3-ton 4D short-wheelbase vans;  
choice of several. 906-110

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#### PRICE'S (EARL SHILTON), LTD.

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#### TIPPERS.

- N**EW COMMER-YORK 6-wheeler TS3 tipper, air  
brakes, 900 x 20 tyres, 5-speed box, fitted twin ram  
flipping and new bulk body.  
**N**EW FORD Trader 75 York 6-wheeler, 900 x 20  
tyres, twin ram gear and new bulk body.  
**N**EW DODGE-YORK 6-wheeler tipper, 375 Leyland  
engine, Eaton 1850 2-speed axle, air brakes, 900 x 20  
tyres, chassis available 7-14 days, timing gear and body  
to suit your requirements.  
**N**EW COMMER TS3 7-ton short-wheelbase tipper, air  
brakes, 900 x 20 tyres.  
**1958** FORD Trader 7-ton tipper, 900 x 20 tyres,  
steel drop-side body. This machine unused for  
12 months, £575.

YORK DISTRIBUTORS FOR LEICESTERSHIRE,  
RUTLAND, NORTHANTS.

#### TRACTORS.

- N**EW SEDDON heavy-duty tractor, fitted Gardner 6LX  
engine, air brakes, reduction axle, all extras.  
**N**EW FORD Trader 6-cylinder prime mover, Scammell  
coupling, Eaton 2-speed axle, rubber rear winch.  
This machine has been used only for demonstration  
purposes, well under list.  
**N**EW DODGE tractor, fitted Leyland 375 engine, air  
brakes, 2-speed axle, two weeks delivery.

#### VANS.

- N**EW AUSTIN 30-cwt. diesel, in primer.  
**N**EW AUSTIN 12-cwt. van, in primer.  
**N**EW AUSTIN 4-ton A55 vans, choice colours.  
**N**EW COMMER Cob, blue, green.  
**N**EW COMMER express delivery van, in primer.

- 1955** SEDDON 3-ton, P4 engine, sound machine,  
£125.

#### FLATS AND PLATFORMS.

- N**EW COMMER TS3 7-ton long-wheelbase chassis and  
cab, air brakes, 900 x 20 tyres, 5-speed box.  
**N**EW FORD Trader 75, 108-110 wheelbase, 900 x 20  
tyres, with or without 2-speed axle, chassis and cab,  
bodies built to suit.  
**N**EW DODGE long-wheelbase chassis and cab, most  
models in stock or early delivery.  
**1955** E.R.F. 20-ft. drop-side 4-wheeler, 4LW engine,  
2-speed axle, well shod, £525 o.n.o.  
**1955** FORD 4D extra long wheelbase double-drop-  
side 20-ft. body, £295 o.n.o.  
**1958** ATKINSON 8-wheeler, 6LW engine, 24-ft. drop-  
side body, £1,750.

#### TRAILERS.

- N**EW 26-ft. York with Scammell hitch, 900 x 20 tyres,  
spare wheel, headboard, used for demonstration only,  
would part-exchange for 20-ft. Scammell hitch on 900 x 20  
tyres.  
**L**OW-LOADER 10-ton Scammell knock-out axle, very  
sound, £495.

DEALERS FOR AUSTIN, DODGE, FORD, COMMER,  
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#### BIRMINGHAM COMMERCIAL OFFER:—

- N**EW MORRIS 30-cwt. and 5-ton Luton vans.  
**1952** FODEN 8-ton tipper.  
**1952** FODEN 8-wheeler.  
**1956** ATKINSON 8-wheeler.  
**1958** BEDFORD 3-ton truck.  
**1954-55** ALBION Chieftain.  
**1958** FORD Trader Luton vans, 1,000 cu. ft.  
**1953** FORD Thames Luton vans, 1,000 cu. ft.

#### BIRMINGHAM COMMERCIAL MOTORS, LTD.

560 COVENTRY ROAD,  
BIRMINGHAM, 10.  
Phone, Victoria 0437. 906-525

#### DARTMOUTH GARAGE.

FOR YOUR

#### GOOD USED COMMERCIAL.

COMMERCIAL 25-30-cwt. 1957 diesel van.

- A**USTIN 5-ton drop-side truck, body length 16 ft. 6 in.,  
1955, diesel.  
**V**ULCAN 5-ton flat platform truck, body length 16 ft.  
6 in., fitted with Perkins P6 diesel engine, well tired  
and in good condition.  
**M**ORRIS prime mover, 1954, fitted with Sawyer diesel  
engine and Tasker coupling.  
**S**EDDON 1-1/2-ton, fitted with Perkins P4 engine, 7 ft.  
interior height, 7 ft. width, 14 ft. 6 in. length, van,  
good condition.

OPEN FOR SALES MONDAY TO SATURDAY.

9 A.M. TO 7 P.M.

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ESTABLISHED 42 YEARS.

LUTON vans and pantech-nics.

- 1.900 CU.-FT. 1953 GUY P6 diesel pantech-nic, good condition, £140.  
1.220 CU.-FT. 1950 SEDDON P6 diesel pantech-nic, in really first-class order, C-lisence operator, £125.  
1.200 CU.-FT. 1954 AUSTIN petrol pantech-nic, B-lisence operator, good condition, £300.  
1.100 CU.-FT. 1954 BEDFORD 5-ton petrol pantech-nic with drop well, £340.  
583 CU.-FT. 1950 MORRIS diesel Luton side loading, £345.

TRUCKS and units.

- 1959 BEDFORD 4-ton 200 diesel truck, choice of two, in first-class order, from 13,000 miles, immaculate, £465.  
1958 BEDFORD 7-ton truck, 300 diesel engine, good condition, £495.  
1958 BEDFORD Scammell tractor unit, 300 diesel engine, fine condition, £395.  
1956 BEDFORD 5-ton petrol tipper, £320.  
1955 AUSTIN 7-ton platform with power steering and Eaton 2-speed axle, £340.  
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body in good condition, £240.  
1955 AUSTIN 2-ton diesel truck, very good condition, £225.  
1954 ALBION 6-ton diesel truck, alloy body, in excellent condition, ex-brewery, £290.  
1953 AUSTIN Loadstar P6 diesel truck, £175.  
1955 BEDFORD 8-ton Scammell unit, £180.

CHANDLERS MOTORS, LTD. 71 Greenwich South St., London, S.E.10. Tel. 2033-4. 906-597

### E. J. BAKER AND CO. (DORKING), LTD.

BIRCHETT ROAD, ALDERSHOT.  
Phone 24242-3-4-5.

- 1956 7-ton short-wheelbase Mk. II, R6 diesel engine, 6-cu.-yd. steel drop-side bodies, underfloor gear, £375.  
1953 BEDFORD 7-ton petrol engine, long wheelbase drop-side wood 6-cu.-yd. tipper, £345.  
1960 February, AUSTIN A55 van, blue (no lettering), heater, £395.  
CHOICE of several 12-seater P.S.V. passenger vehicles, Bedford and Ford. 906-578

### COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS, LONDON ROAD, CRAWLEY, SUSSEX.  
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1959 AUSTIN A35 van, £315.  
1958 BEDFORD van, £225.  
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1957 BEDFORD Workabus, £265.  
1957 STANDARD Vanguard van, £185.  
1957 7-ton DODGE diesel tipper, very good condition, £375.  
1956 A40 Countryman, £330. 906-472

- 1959 BEDFORD Scammell tractor units, Leyland diesel engines, choice of two, £725 each.  
1953 COMMER, forward control, 7 tons, underfloor petrol engine, long-wheelbase platform trucks, two, £120 each.  
1955 BEDFORD forward control Scammell tractor unit, Perkins R6 engine, good condition, £425.

### NORMAND, LTD.

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### HANGERS,

SELECTED USED COMMERCIALS.

- BEDFORD UTILBRAKE, 1958 2-tone blue, 12-seater, £359.  
TRADER 108-in. tipper, 1958, 6-cylinder petrol, 5-cu.-yd. steel body, £295.  
THAMES 4D truck, 1960, long-wheelbase 3-ton drop-side body, speedometer 10,000, £625.  
THAMES TRADER, 1957, 6-cylinder diesel truck, 5-ton platform, red-black, £475.  
COMMER Luton van, 1954, 3-ton diesel, 950-cu.-ft. capacity, £325.  
TRADER 108-in. wheelbase, 1958, 5-cu.-yd. steel-bodied tipper 6-cylinder diesel, £365.  
LAND ROVER, 1960, green, underserved, many extras, speedometer 4,500 miles, £545.  
MANY OTHERS TO CHOOSE FROM. ALL NEW THAMES COMMERCIALS NOW AVAILABLE.

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FORD DISTRIBUTOR,

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SIX WAYS, ERDINGTON, ERD 6206. 907-9979

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### THE MILLBURN ORGANIZATION, AUTHORIZED DEALERS, COMMERCIAL-VEHICLE SPECIALISTS.

ALBION, LEYLAND, THAMES TRADER IMMEDIATE AND EARLY DELIVERIES.

- NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.  
NEW Trader tractor, Scammell coupling, also one with fifth-wheel attachment.  
1958 ALBION FT37, 6-speed gearbox, good order throughout.  
1958 ALBION Clydesdale, 21-ft. platform body, perfect order.  
1956 ALBION Reiver, 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.  
1956 October, A.E.C. 9.6 Majestic, twin steer, air brakes, 21-ft. platform body, good condition.  
1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power steering.  
1955 ALBION FT37CL platform lorry, good order.  
1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.  
1955 BEDFORD R6 10-ton tractor, Scammell coupling.  
1955 ALBION Chieftain platform lorry, under 3 tons.  
1953 E.R.F. Gardner SLW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.  
1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.  
1948 SEDDON P6 platform lorry, good order.  
1948 A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

### ENGINES.

- A.E.C. 7.7 from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £35 each.  
N.B. — Next Motor Auction Sale, Thursday, May 4, 1961.

### MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON, PRESTON, LANCs.  
Phone, Longton, Lancs, 3255-6. 906-068

### HILLS.

- BEDFORD 35-cwt. coachbuilt drop-side truck, diesel, 4.750 miles only, first registered 1960, £665.  
BEDFORD 5-ton normal-control coachbuilt platform lorry, a superior vehicle, one owner, first registered June, 1960, £745.  
BEDFORD 7-ton drop-side truck, diesel, first registered May, 1957, £565.  
FORD 4D 5-ton platform lorry, first registered 1958, £350.  
LEYLAND Comet alloy platform lorry, first registered November 1955.  
SEDDON diesel Mk. 7 3-ton platform lorry, one owner, C-lisence operator, first registered 1954, £275.  
SEDDON diesel Mk. 5L 6-7-ton drop-side truck, one owner, C-lisence operator, first registered 1958, £685.  
HILLS GARAGES (MANCHESTER), LTD., 80-90 PORT STREET, PICCADILLY, MANCHESTER, 1. Central 4311. 906-065

### H. TAYLOR AND CO. OFFER—

- 1959 (November, 1958) MORRIS 30-cwt. diesel van, £425.  
1959 Thames 15-cwt. van, cream, one owner, £295.  
1959 September, BEDFORD 15-cwt. long-wheelbase van, grey-maroon, 19,000 miles, £295.  
1957 COMMER Express delivery van, green, £250.  
1955 Thames 2-ton 4D van, can be used as mobile workshop, open glass roof, £150.

### ELMBRIDGE 0081.

906-003

### SPA GARAGES (LEEDS), LTD.

MEANWOOD ROAD, LEEDS, 7.  
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### FOR

### ALBION-LEYLAND-COMMER.

- NEW COMMER TS3 chassis and cab, 13-ft. 6-in. wheelbase, 9.00 x 20 tyres, 5-speed gearbox, helper springs, heater, etc., for immediate delivery.  
1958 FORD Trader, 7-tonner, long wheelbase, 8.25 x 20 tyres, 18-ft. Jennings cattle conveyor body, excellent condition.  
1958 BEDFORD-SCAMMELL tractor unit, Comet engine, 8.25 x 20 tyres.  
1958 BEDFORD 7-ton, long wheelbase, Comet engine, 9.00 x 20 tyres, drop-side body.  
1957 AUSTIN B.M.C. 7-ton 9.00 x 20 tyres, 2-speed axle, power steering, Balcio extension, 20-ft. drop-side body.  
1957 FORD Trader, short wheelbase, 7-ton under-floor tipping gear, steel body with detachable sides.  
1957 AUSTIN B.M.C. 7-ton, 8.25 x 20 tyres, 18-ft. platform body.  
1956 ALBION Chieftain, 8.25 x 20 tyres, platform body.  
1955 BEDFORD chassis and cab, Balcio extension, petrol engine.  
1954 THORNYCROFT Trident, diesel engine, 9.00 x 20 tyres, 20-ft. platform body.  
1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.  
1954 FORD Thames, long wheelbase, P6 engine, 8.25 x 20 tyres, drop-side body. 906-294

April 28, 1961—THE COMMERCIAL MOTOR 59 (Supplement)

## Used Goods Vehicles (contd.)

### TILBURY'S (SOTON), LTD.

CENTRAL STATION, BRIDGE ROAD, SOUTHAMPTON.  
Phone 24731.

SEDDON DIESEL DISTRIBUTORS, COMMERCIAL-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

- 1958 BEDFORD diesel 6-tonner, fitted with standard platform body and insulated box container, excellent tyre equipment, in good condition both bodily and mechanically, choice of two.  
1957 COMMER TS3, fitted with platform body, 9.00 x 20 tyre equipment, air brakes, one owner, choice of two.  
1956 B.M.C. diesel 7-ton, fitted with 17-ft. 6-in. platform body, twin-speed axle, power steering, 9.00 x 20 14-ply tyre equipment.  
1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-lisence owner, one driver.  
1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.  
1955 SEDDON diesel Mk. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-lisence operator.  
1955 LEYLAND Comet 90, one owner, fitted 17-ft. 4-in. platform body.  
1954 SEDDON diesel Mk. 12, fitted with modified 9.00 x 20 tyre equipment, one C-lisence owner, good machine.  
1953 SEDDON diesel Mk. 5L, fitted with platform body and in good condition.  
1952 LEYLAND Comet, fitted with 18-ft. Luton van body, cubic capacity approximately 950, one C-lisence owner, very good machine.

ALWAYS IN STOCK. DIESEL-PETROL VEHICLES FROM £100-£200. 906-478

### WHEELERS (MOTORS), LTD.

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Phone, Yeovil 2561-2-3.

- 1959 MORRIS-COMMERCIAL 7-ton long-wheelbase drop-side truck, £400.  
1960 MORRIS-COMMERCIAL 7-ton long-wheelbase chassis-cabs, 9.00 x 20 tyres, power-assisted steering, flashers, etc., choice of two from £815.  
1958 Thames Trader 6D tractor unit, Brockhouse coupling, £715.  
SEVERAL other used vehicles in stock from 5-cwt. to 7 tons.

### NEW VEHICLES IN STOCK.

- MORRIS-COMMERCIAL 5-ton prime mover, H.D. specification (air trailer if required).  
MORRIS-COMMERCIAL 7-ton 160-in. wheelbase drop-side truck. 906-388

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VAUXHALL AND BEDFORD DEALERS.

- 1957 BEDFORD 3-ton drop-side long-wheelbase truck, one owner.  
1954 AUSTIN 5-ton drop-side truck, reconditioned engine, good tyres.  
1953 A.E.C. 8-wheeler tipper, 24 cu. yd., reconditioned 9.9 engine, well tried.  
1952 1955 BEDFORD 7-ton short-wheelbase tipper, diesel, 12-cu.-yd. alloy body, well tried, one owner.  
SELECTION 1958-59 Ford and Austin 15-cwt. vans.  
NEW 15-cwt. BEDFORD van.

### OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDDx  
Ashford 5741. 906-390

### CAMKIN MOTORS, LTD.

(A STEELS GROUP GARAGE), SHERBORNE, DORSET.

Phone, Sherborne 681-2.

- ONE 1958 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £525.  
TWO 1957 DODGE 5-6-ton long-wheelbase diesel trucks, on 8.25 x 20 tyres, one owner, £495 ea. h.  
ONE 1956 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £490.  
ONE 1956 BEDFORD 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £400.  
ONE 1956 FORD 4D 4-5-ton long-wheelbase diesel truck, on 7.00 x 20 tyres, one owner, £275.  
ONE 1954 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £265.  
TWO 1954 DODGE 2-3-ton, diesel, boxvans, £195. 906-164

### THE NIGHTINGALE ENGINEERING CO., LTD.

- A New 10-ton COMMER TS3 S.A.E. tractor.  
1960 A.E.C. 8-wheeler, 9.00 x 24 tyre equipment, 24-ft. platform body, as new, choice of two.  
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body, nice condition, choice of two.  
1955 FODEN twin-steer platform, 5LW Gardner engine, clean vehicle.  
1955 THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, ex C-lisence operator, one owner, clean vehicle.  
WESTERN LANE, London, S.W.12, Battersea 2193, 906-123. 841



Used Goods Vehicles (contd.)

**BROWNHILLS MOTOR SALES.**  
**ALBION. LEYLAND. SCAMMELL.**  
1961 LEYLAND Super Comet, long wheelbase.  
1961 LEYLAND Super Comet tractor unit.  
1959 LEYLAND Comet, forward control, platform body, van container body.  
1956 ALBION Reiver 6-wheel tipper, detachable coke extensions, Comet engine, 2-speed axle-trailing axle, tyres good.  
1956 ALBION 6-wheel coal tipper, double drive.  
1956 LEYLAND Comet 6-wheel normal-control coal tipper, choice of two.  
1956 LEYLAND Octopus coal tipper.  
1955 FORD Trader 7-ton short-wheelbase tipper, steel body, unmarked, owner-driver.  
1959 BEDFORD 7-ton long-wheelbase tipper, Comet engine.  
1954 BEDFORD short-wheelbase tipper.  
1957 COMMER T53 tractor unit, Scammell coupling, excellent condition, C-licence user.  
1957 B.M.C. 7-ton short-wheelbase tipper, steel body.  
1956 ALBION Chieftain long-wheelbase tipper.  
1957 (First reg.) LEYLAND Hippo, latest-type cab, good tyres.  
1951 -1952 FORD short-wheelbase tippers, diesel, choice of two.  
NEW 25-ft. 12- and 14-ton Scammell trailers, Scammell coupling or S.A.E. pin, ex stock.  
EARLY delivery of new Leyland and Albion chassis.

**BROWNHILLS MOTOR SALES.**  
WATLING STREET (A5).  
BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 906-190

**PERCY D. SLEEMAN, L. TD.,**  
LONDON COMMERCIAL DEALERS.  
NEW IMMEDIATE DELIVERY.

NEW 7-ton COMMER, mounted 1,750-cu.-ft. Luton body.  
7-TON COMMER 13-ft. 6-in. wheelbase chassis-cab, 9,000 x 20 tyres, 5-speed gearbox and air brakes.  
COMMER-UNIPOWER 21-ft. 6-wheel platform truck, with 9,000 x 20 tyres, air brakes, power steering.  
SCAMMELL 12-ton trailer, 25 ft.  
COMMER 15-cwt. van.  
COMMER 30-cwt. van.  
COMMER Cob.  
1959 A.E.C. Mercury tractor.  
1959 A.E.C. Mercury Mark II, long wheelbase.  
1956 COMMER Rootes diesel platform, 9,000 x 20.  
1956 BEDFORD, 300 engine, long-wheelbase 6-ton.

**38 UXBRIDGE ROAD,**  
EALING, W.5.  
**PHONE, EALING 7987.**

After hours, Iver 561 or Beaconsfield 1081. 906-145

**MARSTON MOTOR CO., L. TD.,**  
SEVEN SISTERS ROAD,  
TOTTENHAM, LONDON, N.5.  
Phone, Stamford Hill 8000.

MAIN retail dealers for Austin commercial vehicles and sole distributors for Thornycroft commercial vehicles for London, Home Counties north of the Thames.  
1951 GUY Otter, 4LK Gardner engine, 1,500-cu.-ft. all-alloy Luton van on brand-new 8.25 x 20 remould tyres.  
1956 AUSTIN 3-ton forward-control diesel 1,500-cu.-ft. Luton van, body just rebuilt, in primer.  
1956 FORD Thames 4D 4-ton 1,100-cu.-ft. Luton van.  
1956 BEDFORD 7-ton forward-control 10-cu.-yd. fixed-side alloy tipper, fitted reconditioned R6 diesel engine.  
1956 BEDFORD 7-ton platform lorry, R6 diesel engine.

**GILBERT RICE, L. TD.,**  
FORD MAIN DEALERS,  
HORSHAM, SUSSEX.

1960 FORD 7-ton 7-cu.-yd. tipper, £850; choice of two.  
1959 B.M.C. 7-ton 7-yd. tipper, 2-speed axle, £850.  
1954 AUSTIN Loadstar 3-ton truck, engine completely reconditioned, £295.  
1959 MORRIS J2 van, £295.  
1959 FORD 7-ton 7-cu.-yd. 138-in.-wheelbase tipper, choice of two, £875.  
1956 MORRIS estate car, £395.  
1959 FORD 12-seater, £395.  
1956 FORD 5-cwt. van, £165.  
1958 FORD 7-cwt. van, £270.  
1958 FORD 15-cwt. van, £235.  
1960 FORD 5-cwt. van, £310.  
1956 MORRIS 5-cwt. pick-up, £175. 906-342

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Used Goods Vehicles (contd.)

**ANCHOR MOTORS.**  
ROOTES MAIN DEALERS.  
Chester 26222.

OFFER FOR IMMEDIATE DELIVERY:—

NEW COMMER Unipower 10-ton T53 diesel 6-wheel conversion for 13 ft. 6 in. and 11 ft. 9 in. chassis-cabs.  
NEW COMMER 7-ton T53 diesel 9-ft. 7-in. tipper complete and 13-ft. 6-in. and 11-ft. 9-in. chassis-cabs.  
NEW COMMER 6-ton diesel drop-side lorry complete.  
NEW COMMER 15-cwt. to 11-ton chassis-cabs and vans; choice of petrol or diesel engines.  
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1954 August, BEDFORD 5-ton short-wheelbase tipper, diesel engine, £300.  
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1955 TROJAN 1-ton diesel van, £145.  
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1956 COMMER T53 tipper complete, reconditioned engine, one owner from new, £750.  
1956 11-ton COMMER super capacity diesel van, repainted red, very sound vehicle, £525.  
1959

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**PRAILLS (HEREFORD), L. TD.,**  
COMMERCIAL VEHICLE SPECIALISTS.

**ATKINSON. AUSTIN. FORD. DODGE.**  
1960 THAMES Trader 7-ton short-wheelbase steel bodied tipper.  
1959 BEDFORD 7-ton diesel drop-sided truck.  
1956 A.E.C. Mercury Mark II long-wheelbase tipper, 17-ft. wood body, air brakes.  
1955 DODGE 7-ton R6 long-wheelbase tipper.  
1954 SEDDON tractor, R6, David Brown 5-speed box, Eaton 2-speed axle, B.T.C. 12-ton semi-trailer, 22-ft. 6-in. drop-sided body.  
1953 ATKINSON 8-wheeler, 6LW, double drive, 21-ft. alloy body.

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1959 Late B.M.C. AUSTIN diesel 5-ton short-wheelbase tipper, small mileage, excellent condition.  
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7-TON short-wheelbase chassis-cab, diesel, heater, flashers, 9,000 x 20 tyres.  
3-TON FG chassis-cab, diesel.  
3-TON FG drop-side truck, diesel.  
30-CWT. FG drop-side truck, diesel.  
1-TON van, diesel.  
10-12-cwt. van, in green.  
1/4-TON pick-up, grey.

ALL list price, in primer.

**GOOD STOCK OF SECOND-HAND VEHICLES**

AS BELOW:—

1959 STANDARD van, blue, passenger seats, 17,000 miles, one owner, £285.  
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WE OFFER EARLY DELIVERY ON FULL RANGE OF NEW VEHICLES.

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1956 BEDFORD 7-ton 6-cu.-yd. tipper, £475.

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1958 Trader 5-ton platform, £495.

1956 Thames 4D tipper, £345.

1955 Thames Luton van, £465.

1956 Thames 13-cwt. truck, £265.

1956 Thames 4D tipper, £345.

1956 TROJAN diesel 1-ton van, £265.

1954

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THE FOLLOWING  
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ARE OFFERED COMPLETE WITH OUR 90-DAY  
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**1960** FORD 4-ton normal-control tipper, Edbro gear, wooden drop-side body, 4D engine, well maintained, repainted to choice, £725.  
**1955** BEDFORD 7-ton long-wheelbase truck, 16-ft body, 80 engine really excellent vehicle repainted blue £325

**GOOD WORKABLE VEHICLES**  
**ON OFFER INCLUDE:—**  
**1951** BEDFORD 5-ton long-wheelbase drop-side truck, Perkins P6 engine, £150.  
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COMPREHENSIVE SELECTION OF FORWARD-CONTROL AND NORMAL-CONTROL  
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**1958** COMMER TSJ standard tipper, repainted.  
**1958** COMMER 12-ton tractor.  
**1957** COMMER 12-ton tractor.  
**1953** COMMER 5-ton normal-control petrol van.  
**1957** COMMER Unipower drop-a-der.

**NEW VEHICLES:—**  
**LEYLAND** Comet CS3/2R-hub reduction chassis-cab, new ex-works.

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**WALTON MOTORS. WALTON MOTORS.**  
**£600.** 1956 (model) E.R.F. Scammell tractor, 2-speed axle, very clean.  
**£275.** 1956 BEDFORD A-type 5-ton short-wheelbase diesel tipper, one owner.  
**£200.** 1956 (November) FORD 4D diesel long-wheelbase lorry.  
**£195.** 1955 B.M.C., diesel, 5-ton short-wheelbase tipper.  
**£175.** 1954 SEDDON diesel Scammell tractor, 2-speed axle.  
**£100.** BEDFORD diesel Scammell tractor.

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**CHARLES WENSLEY AND SONS, LTD.**  
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**1957** BEDFORD Workabus, £300.  
**1958** BEDFORD Utilabrick farmers' special, £400.  
**1959** AUSTIN 152 15-cwt. van, side-door loading, £300 choice of two.  
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**LEYLAND** Comet S.F.C. short-wheelbase chassis-cab.  
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**BEDFORD** 35-cwt. diesel drop-side truck.

**USED VEHICLES.**  
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**1956** ALBION Reiver, long-wheelbase.  
**1957** ALBION Reiver, long-wheelbase.  
**1955** LEYLAND Octopus long-wheelbase 8-wheeler.

**JEFFREYS COMMERCIAL MOTORS,**  
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**1960** AUSTIN A55 van, blue, £375.  
**1959** AUSTIN 702 7-ton long-wheelbase platform truck, £700.  
**1959** Thames Trader 6D 7-ton long-wheelbase platform truck, £700.  
**1959** BEDFORD Busette, fitted heater, £400.  
**1958** BEDFORD Busette, fitted heater, £350.

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**1960** AUSTIN A152 Omnicoach, heater, 9,000 miles, £550.  
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**1958** BEDFORD 6-ton drop-side truck, £600.  
**1940** FODEN 6-ton truck, £250.

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**1958** AUSTIN short-wheelbase Gipsy, soft top, petrol, £310.  
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**1956** FORD 3-ton 4D truck, £330.  
**1956** FORD 5-ton 4D truck, £340.  
**1955** FORD 3-ton 4D long-wheelbase tipper, £385.  
**1955** BEDFORD 30-cwt. van, £210.  
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DEALERS.

**1955** ALBION Chieftain, 10-ft, 6-in, platform bodies, alloy underframe, choice of three.  
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**1957** COMMER TSJ 7-tonner, fitted with Boys 6-wheel extension.  
**1959** B.M.C. 4-ton diesel, 14-ft, platform body.  
**1957** B.M.C. 7-tonner, fitted with Boys 6-wheel extension.

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**ONE** COMMER, 1957, long-wheelbase drop-side, 7-ton TSJ.  
**ONE** ALBION Chieftain, 1955, long-wheelbase drop-side, 6-ton.  
**ONE** FORD Trader, 1958, long-wheelbase tipper, 7-ton.  
**ONE** BEDFORD, 1958, long-wheelbase tipper, 7-ton (Bedford's own diesel engine).  
**ONE** BEDFORD, 1950, Forster P6, engine, 5-ton.  
**ONE** AUSTIN A55 van, 1958.

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**BEDFORD** 1956 7-ton long-wheelbase tipper, Meadows diesel.  
**MAUDSLAY** 8-wheeler, 1950 24-ft, platform, 9.6 engine, double drive, choice of three.  
**BEDFORD** 1959 with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft drop-side body.  
**COMMER** TSJ, 1957, with Boys third axle, 22-ft, platform body.  
**COMMER** TSJ, 1958, with Boys third axle, 17-ft, alloy tipping body, Edbro gear and 2-speed axle.  
**BEDFORD** 7-ton 1960 normal-control short-wheelbase 9 steel-body tipper.  
**FORD** Trader, 1958, platform body.  
**COMMER** Avenger coach, 1950 Albion engine, certificate of fitness two years.

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**1961** BEDFORD 15-cwt. Luton van.  
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**1958** BEDFORD CA van.  
**1959** BEDFORD Utilabrick.  
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**1957** BEDFORD diesel tipper.  
**1958** BEDFORD diesel tipper.  
**1954** BEDFORD 7-ton diesel platform.  
**1958** Thames 7-ton truck, diesel.  
**1955** FORD 2-ton boxvan, petrol and diesel.  
**1955** BEDFORD 5-ton large-capacity boxvan.  
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**A** Selection of BEDFORD tippers suitable for site work.

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BEDFORD MAIN DEALERS.

**1958** FORD 6D 5-cu.-yd. tipper, 2-speed axle, choice of two £415 each.  
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**1958** BEDFORD 4-ton petrol truck, £350.  
**1959** MORRIS J2 van, good condition, one owner, £300.  
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**AGENTS** for Austin, Ford and Standard commercials.  
A large selection of new and used vans always in stock.  
**NEW** Austin 11-ton van, diesel, in primer.  
**NEW** Thames Trader 4-ton drop-side truck, 152-in wheelbase.  
**NEW** Austin 702 forward-control 7-ton chassis-cab 120-in. wheelbase.  
**1960.** May, Austin 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £1,095.  
**1942** MAUDSLAY 8-wheeled platform diesel truck, recently overhauled, £275.

**CRAWLEY 25666 (FIVE LINES).** 906-340

**DICKINSON AND ADAMS, LUTON, LTD.,** Leagrave Rd., Luton, Beds, offer:—  
**FORDSON** 5-ton drop-side truck, hay rack over cab, Perkins P6 diesel engine, good tyre equipment, 14.1.52, £180.  
**MORRIS** 5-ton petrol drop-side truck, new engine, good tyres, 10.5.56, £225.  
**FORDSON** 4D diesel 5-ton platform truck, bolster, heater, good tyres, 12.7.56, £255.  
**KARRIER** 3-4-ton long-wheelbase drop-side truck, (taxed, good order, 1.1.47, £110.  
**COMMER** 2-ton drop-side truck, 8.10.45, quick sale, £40.  
**MORRIS** 1000 5-cwt. van, passenger seat, grey, 13.3.58, £260.  
**MORRIS** 5-ton forward control, good tyres, good Saurer engine, double-drop-side body, very clean, £110.  
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**SHUKERS OF SHEFFIELD, LTD.**  
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Phone 20111.  
OFFER:—

**1958** Thames Trader 3-ton long-wheelbase diesel drop-side truck, low nominal mileage, one private client user, good original tyre equipment, ready for immediate work, £465.  
**1956** MORRIS 4-ton long-wheelbase drop-side truck (diesel), one owner from new, low nominal mileage, original tyre equipment, in first-class condition, ready for immediate work, at £325.  
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**BEDFORD** 5-ton tipper (petrol), ex-W.D., registered 1959, taxed, ready for work £25.  
**CASH** buyers for good used BEDFORDS. 906-288  
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1955 BEDFORD SB 1,600 cu. ft. (petrol engine), alloy Luton van, in very good condition, £550.  
1956 MORRIS 30-cwt. lorry (petrol), very clean, £175.  
1956 FORDSON Thames 4D diesel 30-cwt. lorry, excellent condition and low mileage, £245.  
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1951 Five FORDSON Thames 10-cwt. vans, from £15.  
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#### PART-EXCHANGES AND HIRE-PURCHASE A PLEASURE.

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FORDSON ET6 petrol 6-wheeler chassis and cab, 9.00 x 20 tyres, £200.  
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BEDFORD QY 4 x 4 Grade 2, £125.  
BEDFORD QL 4 x 4, Grade 3, choice of 20 vehicles, £95.  
BEDFORD OY 800-gal. petrol tanker, £150.  
BEDFORD OY 500-gal. water tanker, £145.  
AUSTIN K5 6-wheeler chassis and cab, choice of 10, £165.  
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NEW BEDFORD TK 10-ton tractor unit with 25-ft. Scammell trailer, immediate delivery.  
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BEDFORD DA41, reconditioned, complete with Scammell gear, £500.  
1957 COMMER 7-ton TS3, £465.  
1955

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1956 BEDFORD 5-ton tipper, petrol.  
1953 BEDFORD 5-ton tipper, petrol.  
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1959 BEDFORD Utilabake.  
1957 BEDFORD Workabus.  
1957 MORRIS Minor van.  
1956 FORD 12-cwt. van.

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FOR new and used commercial vehicles.

1961, New, DENNIS Condor B.M.C. 5.1 diesel, long-wheelbase chassis and cab, suitable 18-ft. body, 9.00 x 20 tyres, chassis price £1,750.  
ALL inquiries welcomed.

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PRIMROSE GROUP SALES,

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WHALLEY.

Phone, Whalley 3315.

#### IMMEDIATE DELIVERY.

GUY Otter, 9-ft. 9-in. wheelbase, 4LK and 13-ft. wheelbase B.M.C. Eaton 2-speed.  
GUY Warrior, 15-ft. 9-in. wheelbase and 18-ft. 2-in. wheelbase; alternative 375 Leyland or 7.75 A.E.C. GUY Warrior light steelers, 17-ft. 9-in. wheelbase, 7.75 A.E.C. Eaton 2-speed.  
DODGE 3164Y models complete with tipping gear.  
EARLY delivery of Invincibles 6- and 8-wheelers, fitted 6LK engines.

#### USED VEHICLES.

GUY Warrior Light Eight, ex-demonstration vehicle, 17-ft. 9-in. wheelbase, platform model, alloy under-frame, platform, Primrose steer and third axle, syndromic lubrication system fitted, painting and lettering, etc. Part-exchanges and hire-purchase arranged. 906-313

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MAIN FORD DEALERS,

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1958 5-ton Thames Trader wood-bodied tipper, petrol engine, 30,000 miles, in good condition.  
1953 BEDFORD 7-ton long-wheelbase flat, diesel engine, £125.  
1953 6-ton DENNIS Pax long-wheelbase platform truck, £200.

NEW.

THAMES Trader 7-ton 108-in. drop-side and fixed-side tippers, ex stock.  
THAMES Traders, 138- and 160-in. chassis-cabs, ex stock.

5-, 7-, 10-, 12- and 15-cwt. vans, early delivery.

#### ASSOCIATED WITH

#### WEST RIDING MOTOR CO.,

SHEFFIELD ROAD,

ROTHERHAM.

Phone 77296.

906-312

1960 DODGE P6 7-ton 8-yd. tipper.

1959 Thames Trader 7-ton 6-yd. fixed-side Anthony tipper, choice of three.

1958 Thames Trader 7-ton 6-yd. fixed-side Anthony tipper.

1959 J-type BEDFORD 6-ton 6-yd. fixed-side Anthony tipper, 5-speed box.

1959 Thames Trader 7-ton 160-in.-wheelbase drop-side truck, 27,000 miles only, £825.

1958 Thames Trader 7-ton 160-in.-wheelbase chassis-cab, £575; no offers.

#### VEHICLES to come:—

1959 Thames Trader 7-ton 6-yd. fixed-side Anthony tippers, choice of seven.

1959 BEDFORD 7-ton 6-yd. Anthony tipper, short wheelbase, diesel, like new.

#### NORMAN REEVES (MOTORS), LTD.,

215-218 HIGH STREET,

UXBRIDGE, MIDDXX.

Uxbridge 33444.

906-337

HENSMANS, LTD., Brentwood 5252, offer:—

1959 THAMES 15-cwt. van grey, one owner, £320.

1959 THAMES 12-seater, grey, one owner, £460.

1958 BEDFORD 10-12-cwt. van, blue, good condition, £280.

1958 AUSTIN A55 truck, reconditioned engine, resprayed green, £310.

1956 THAMES 4-ton 4D boxvan, one owner, £270.

1956 MORRIS-COMMERIAL 3-ton truck, diesel, £280.

1953 DODGE 5-ton platform truck, P6 engine, £230.

1951 BEDFORD 3-ton Luton van, petrol, £95.

#### IMMEDIATE delivery.

MERRIWORTH 12-ton 25-ft. straight frame platform trailer, Scammell coupling, 9.00 x 20 tyres.

1960, April, FODEN 8-wheeler, 6LK, 90 x 20 tyres, double-drive. Three 1959 Traders, 6D long-wheelbase drop-sided tippers. Phone, Stainforth 534.

907-9980

#### WELCH'S GARAGE (STAPLEFORD), LTD.

1955 A.E.C. 8-wheeler, 24-ft. flat platform, reconditioned engine, general condition very good, in primer, £1,400.

1955 BEDFORD S-type 10-ton tractor with Scammell coupling, 300 Bedford diesel engine, also same but fitted B.M.C. diesel, £280 each.

1955 BEDFORD with R6 engine, £225.

THESE units are in good order and can be put straight to work. Scammell 23-ft. 10-ton trailer with same at £300 per trailer.

#### LONDON ROAD,

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906-175

### Used Goods Vehicles (contd.)

#### ATKINSON VEHICLES (SCOTLAND), LTD.,

CARLISLE ROAD,

AIRDRIE 2881-2-3.

NEW ATKINSON tractor, 9.6 A.E.C., 6-speed box, double helical axle, plate fitted, dead man's hand.  
1959 FODEN 8-wheel double-drive platform, 6LK Gardner, air brakes, new cab.  
1958 ATKINSON tractor, 6LW, 6-speed, Tandem York 27-ft. trailer.  
1956 FODEN 8-wheel, double-drive, 12-speed box, 6LW engine.  
1954 ATKINSON 6-wheeler, double-drive tippers (choice of two).  
1953 ATKINSON 6-wheeler, double-drive, 24-ft. platform, well shod.  
1953 ATKINSON 8-wheeler, double-drive, air brakes, reconditioned 6LW.

#### DISTRIBUTORS FOR

#### NORTHERN TRAILER CO., LTD.

NEW Tandem 27-ft. trailer, 10.00 x 20 tyres.

NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres.

906-219

#### THOMAS S. WHITNEY AND CO., LTD.,

MAIN FORD DEALERS.

279-283 SCOTLAND ROAD,

LIVERPOOL, 5.

Phone, North 3191 (10 lines).

1958 THAMES Trader, articulated unit, £500.

1957 BEDFORD 7-ton long-wheelbase 300 diesel platform truck, two-speed axle, £600.

1956 LEYLAND Comet 7-ton long-wheelbase diesel tipper, alloy drop side, two-speed axle, five-speed gearbox, £775.

1956 AUSTIN B.M.C. 5-ton petrol tipper, £250.

1956 AUSTIN B.M.C. 7-ton diesel drop side, two-speed axle, £475.

1955 November, BEDFORD 7-ton diesel flat, £400.

1957 AUSTIN B.M.C. diesel articulated unit, fifth wheel coupling, two-speed axle, £300.

1954 AUSTIN 3-ton petrol van, fitted for glass carrying, £125.

TO clear, several cheap tippers and flat lorries from £50.

NEW THAMES Traders for immediate delivery 7 ton, 5 ton and articulated chassis-cabs and 108-in. by 138 in., 6, 7, 8 cu. yd. tippers.

906-541

#### CAPITAL MOTOR CO., LTD.,

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HORNSEY, N.8.

Phone, Mou 3451.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

NEW TK BEDFORDS in stock include:—

7- And 7½-ton 18-ft. trucks.

7-TON tippers.

3-, 4- and 5-ton trucks.

USED vehicles in stock.

1954 BEDFORD 7-ton Mk. II R6 diesel with platform body, in good, clean working condition, £325.

1954 AUSTIN 5-ton platform lorry, P6 diesel, Marshall's forward-control cab, in good, clean working order, £200.

1957 BEDFORD 15-cwt. Luton van, in excellent mechanical condition, repainted, £345.

PHONE, MOUNTVIEW 3451.

906-369

SPURLING MOTORS CITY offer:—

1960 BEDFORD 4-berth caravan.

1959 BEDFORD C.A. Workabus.

1959 BEDFORD Utilabake special.

1959 Thames 4D 2-ton van.

1955 BEDFORD (petrol) 1,500-cu.-ft. furniture van.

SPURLING MOTORS CITY, 176-179 Shoreditch High St., London, E.1. Shoreditch 8433.

1959 BEDFORD J-type 6-yd. Anthony tipper, excellent throughout, £830.

1955 B.M.C. long-wheelbase platform, good condition throughout, £430.

REGENT GARAGE, High St., Potters Bar. Phone 2139, 9810.

5-30 Cwt., various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575.

906-530

1957 ALBION Reiver, drop-side.

1956 ALBION Reiver, drop-side.

1959 BEDFORD tipper, choice of six.

1950 FODEN 4-wheel drop-side.

1954 FODEN 8-wheel platform.

1959 LEYLAND Comet tipper.

HIRE-PURCHASE. Part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD.,

CLAY CROSS, DERBY.

Phone, Clay Cross 3302—night extension.

906-533

## Used Goods Vehicles (contd.)

### PETERBOROUGH ENGINEERING CO. LTD.

**1959** ALBION Clydesdale CD21XLW 24-ft platform with steel rack, excellent condition, £1,800.  
**1959** COMMER TS3, 13-ft, 6-in. wheelbase, new platform body, clean, £800.  
**1958** BEDFORD 5 Scammell tractor, Leyland engine, clean and well abrad, £600.  
**1958** LEYLAND Comet ECOS214R chassis and cab, owner, very clean, £1,050.  
**1956** DODGE diesel platform truck with 18-ft cattle container, one owner, £525.

### 36-42 EYE ROAD,

PETERBOROUGH.

Phone 66161.

906-532

**1960** BEDFORD medium-wheelbase tipper, 2-speed axle, iron body, £900.  
**OCTOBER, 1959** B.M.C. long-wheelbase, 2-speed axle, heater, high-sided wooden body, 14 cu. yd., will lower body if required, £900.  
**1959** February, B.M.C. 6-wheeler twin-ram tipper, high-sided metal body, reconditioned engine and gearbox fitted, power steering, 2-speed axle, 9.00 x 20 tyres, £1,250.  
**JUNE, 1959** COMMER TS3, long-wheelbase twin-ram tipper, high-sided wooden body, 5-speed axle, £900.  
**DECEMBER, 1959** B.M.C. flat, 16-ft, long wheelbase, 2-speed axle, power steering, heater, £600.  
**1955** DODGE long-wheelbase diesel twin-ram tipper, 5-speed box, drop-sided board, £350.  
**MARCH, 1954** FODEN 6-ton long-wheelbase flat, FLK £300.  
**OCTOBER, 1954** FORD 4D 5-ton tipper, short wheelbase, £220.  
**JANUARY, 1953** ATKINSON 6-ton short-wheelbase tipper, 4LK, 5-speed box, high-sided wooden body, £150.  
**1953** LEYLAND Steer, underneath twin-ram tipper, new alloy body, 9.00 x 20 tyres, £1,250.  
**JUNE, 1952** Comet 90 long-wheelbase twin-ram tipper, 5-speed box, high-sided new alloy body, £475.  
**1948** DENNIS Max 7-ton long-wheelbase twin-ram tipper, high-sided iron body, tipping gear, and new body, ex Corporation, £300.  
**OCTOBER, 1947** FODEN 8-wheel flat, double drive, very good reconditioned engine six months ago, £265.  
**ALL** above in good condition, low mileage.

**W. D. SCOTT**, Bolton Road Garage, Aspull, near Wigan. Phone 45825.

906-293

### SPURLING MOTORS (CHISWICK), LTD.

(CHISWICK FLYOVER).

FOR Quality Tested used vehicles.

**1959** BEDFORD standard Utilitrake, 20,000 miles, one owner, in exceptional condition, £410.  
**1958** COMMER Karrier 3-ton diesel boxvan, 350 c.c. engine, cab, very clean vehicle.  
**1958** BEDFORD CA van, one owner, first-class condition, choice of several.  
**1958** BEDFORD 15-cwt. Hawson van, 7,000 miles from new.

### BEDFORD HOUSE,

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CHISWICK, W.4.

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906-520

**COMMER** 18-ft. sided 1955 TS3, good condition, cheap for quick sale. £2,200. E. W. 1942-47, 1948-50 for quick sale. Box CM056, care of "The Commercial Motor".

**1953** BEDFORD 3-ton van, £95. **1953** Morris 3-4-ton boxvan, choice of two, £95 each. **1951** Morris diesel Luton van, 1,200 cu. ft., £365. **1956** Ford 4D long-wheelbase drop-sided truck, £285. **1956** B.M.C. diesel 4-ton drop-sided truck, £275. **1958** J2 Morris Van, £275. Exchanges and terms. Hamilton Motors (Taunton), Ltd., East Reach, Taunton 3716 and 5279. Famous for commercials since 1926.

906-023

**1958** Thames Trader 5-ton long-wheelbase flat, 34 x 7 tyres, one owner, £125.  
**1955** A.E.C. Monarch long-wheelbase flat, 10.00 x 20 tyres, 7.7 engine, one C-licence owner from new, £575.  
**1955** TROJAN diesel Perkins P3 service breakdown truck, complete with new crane, one owner from new, £175.  
**1953** BEDFORD 2-3-ton boxvan, separate cab, one owner, choice of two, £80 each.  
**1950** AUSTIN 2-3-ton van, ex dyers, £40.

**1950** PROCTOR diesel P6, 8.25 x 20 tyres, 5-ton long-wheelbase flat, £100.  
**1948** FORD 5-ton long-wheelbase flat, 34 x 7 tyres, this vehicle has been fitted with 4D diesel, 2-speed axle and servo brakes, £130.

### J. CONLEY AND SON,

149 MAYO AVENUE,

BRADFORD, 5.

Phone, Bradford 27694.

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**REGISTERED** Nov.-Dec., 1956, two B.M.C. 7-ton long-wheelbase diesel-engine lorries, one drop-side, one platform, both in excellent condition and both fitted with 2-speed rear axle, £500 each.

**1956** DODGE 7-ton long-wheelbase tipper, R6 diesel engine, Eddro twin-ram gear almost new, ready for work, £575.  
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**WELCH AND CO. LTD.**, Redcliff St., Bristol, 1. Phone, Bristol 26211-7.

906-089

**1957** E.R.F. 449 20-ft. platform, good condition.

**1958** SEDDON 15-10, Gardner 4LW engine, 20-ft. flat.

**1959** DODGE 7-ton 20-ft drop-side.

**MANY** other vehicles. Hire-purchase terms arranged.

**WHEATLEY AND FARROWS GARAGES, LTD.**, Stamford, Linco. Phone, Stamford 2104-5.

906-099

## Used Goods Vehicles (contd.)

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THE HALE, N.17.

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**1951** S-type BEDFORD long-wheelbase, double drop side, petrol engine, good tyres.  
**1954** BEDFORD passenger chassis with pantechon body, 1,400 cu. ft.  
**1956** COMMER express delivery van.  
**1958** BEDFORD 15-cwt. boxvan, also 1956.  
**1959** MORRIS 10-cwt. boxvan.

**AUSTIN**, Ford, Rootes Group.

**AVAILABLE** for immediate delivery, Ford 15-cwt. van; Trader, 5-ton 6D, 1,550-cu.-ft. Luton van.

**COMPREHENSIVE** stock always held.

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**LEYLAND** Comet 1958 short-wheelbase 7-cu.-yd. tipper, with underfloor rear, very good condition throughout, tyres, excellent, £1,350.  
**ALBION** Clydesdale 1959 long-wheelbase alloy end-tipper, 16-cu.-yd. capacity with twin-ram gear, good condition, £1,650.  
**DODGE** 1958 6-wheeler platform lorry with Leyland diesel engine, double-drive, Kirkstall rear axle, 22-ft. body, excellent condition, £1,500.  
**J. H. SPARSHATT AND SONS, LTD.**, London Rd., Hilsa, Portsmouth. Phone, Portsmouth 66361.

906-163

**1947** LEYLAND (chassis and cab only), £250.

**1957** COMMER tipper, £400.

**1958** COMMER tipper, £650.

**1950** LEYLAND tipper (new body and tipping gear), £800.

**1950** A.E.C. tipper, £800.

**FULL** details from Knight and Son, Elsenham Smd Pitts, Silverthorn 5127.

906-242

**SHAW AND KILBURN, LTD.**, 143 Cambridge St., Aylesbury. Phone 2121.

**1955** 7-ton COMMER TS3, 16-ft. body.

**1958** 5-ton BEDFORD, petrol, long wheelbase, 14-ft. body.

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**£395.** 1956-57 DODGE diesel 7-ton long-wheelbase platform lorry, 18-ft. body, 9.00 x 20 tyres, 2-speed axle, one C-licence owner.

**FROM** £395, 1958 BEDFORDS, 300 diesel engine, 5-ton long-wheelbase chassis-cabs, choice of four.  
**KIRKHAM'S COMMERCIAL MOTORS**, Hilton St., Salford, Lancs. Phone, Broughton 2316 and 2437.

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**1959** COMMER express delivery van, very good condition, £285.

**1959** MORRIS 3-ton platform lorry, twin rears, 9,000 miles only, absolutely as new, £385.

**J. G. Ryan (Motors), Ltd.**, Herford Rd., Barking, Essex. Rippleway 2361-2.

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**PEARL GARAGES, LTD.**, offer for immediate delivery Thames Trader 7-ton long-wheelbase diesel truck, list, £1,301 10s. Also used Bedford pantechon van, 1,000 cu. ft., £150. 37 South Ealing Rd., W.5. Phone, Ealing 9046.

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**1950** BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295.

**Mansfield Autos, Ltd.**, High Rd., Broxbourne, Herts. Hoddesdon 4567.

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**SPARSHATTS, Millbrook, offer:—**  
**CLYDE** Warrior, 1959, 7.7-litre A.E.C. engine, 10.00 x 20 tyres, drop-side body, £575.  
**AUGUST, 1957** SEDDON MK15-3, R6, fitted 20-ft. A drop-side body, excellent condition throughout, unladen weight, 3 tons 19-cwt., £585.

**PHONE**, Southampton 74947.

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**1958** 7-ton DODGE, 20-ft. platform body.

**1957** DODGE tractor unit, Scammell coupling.

**1955** 5-ton DODGE tipper, long wheelbase.

**A.E.C.** 6 x 6 chassis and cab, ex-Ministry.

**THE RELIANCE GARAGE (NORWICH), LTD.**, The Helms St., Norwich. Phone 28911-5.

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**ANY** type of commercial vehicle bought for cash, also late-model, damaged vehicle. White, 149 Mayo Avenue, Bradford 5. Phone 27694, day or night.

zzz-837

**ALL** types commercial vehicles, also artic. units and trailers cash waiting. Write 48 Lindborne Rd., Liverpool, 9. Or phone, Aintree 5466.

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**5- AND 7-TON BOX VANS.**

PREFERABLY DIESEL.

MUST BE IN GOOD CONDITION.

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(Supplement)

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**LATE** model diesel, pantechonics, vans, 2-ton diesel truck, also trailers, store prices, etc.  
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**NEW** A.E.C. 8-wheeler, fitted 20-cu.-yd. alloy body, underfloor Pilot gear.

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**A.E.C.** Mercury Mk. II, 11 ft. 6 in.

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NEW COMMERCIAL AND PASSENGER VEHICLES.  
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Comprehensive range of **Austin** vehicles in stock.

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primer.  
**T**WO 3-ton platform (diesel), 12-ft. 1-in. wheelbase,  
primer.  
**T**WO 4-ton drop-side (diesel), 12-ft. 1-in. wheelbase,  
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**ONE** 3-ton platform (diesel), 12-ft. 1-in. wheelbase,  
primer.

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primer.

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**TWO** 7-ton chassis-cab (diesel), 160-in. wheelbase,  
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**TWO** 7-ton chassis-cab (diesel), 160-in. wheelbase,  
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**TWO** 7-ton chassis-cab (diesel), 160-in. wheelbase,  
primer.

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**EXCHANGE, HIRE-PURCHASE.**

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engine tippers, Telehoist underfloor gears and steel  
bodies. Immediate delivery.

**7-TON** normal-control short-wheelbase 300 diesel engine  
chassis-cab, 2-speed axle.  
**BARNARDS**, Stowmarket. Phone 621 (five lines).  
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COMPREHENSIVE RANGE OF MODELS

AVAILABLE FROM 10 CWT. TO 12 TONS.

NEW VANS, TRUCKS AND TIPPERS.

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**1954 Duple Super Vega 36-seater.**  
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**1956** COMMER Plaxton 37-seater.

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**WE ARE NOW TAKING ORDERS AND FINISHING INSTRUCTIONS FOR EARLY DELIVERY.**

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**R**ETRIMS and conversions to high-back (all types).

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**LEYLAND** Beadles, first registered 1952, with Beadles all-metal 35-seater Continental full-front full-luxury buses, special high-backed luxury seating, etc., in immaculate mechanical and body condition, just reconditioned to 1965, choice of four, price £950. "L"

**A.E.C.** Beadles, first registered 1950-51, with all-metal 39-seater full-luxury Continental bodies, front entrance, sliding door, centre roof lights, Continental interior, racking, strip lighting, fitted 7.7 A.E.C. diesel engines, certificate of fitness expiring end of 1962, price £950. "L"

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**1948** BRISTOL 35-seater E.C.W. 35-seater thin-wall all-metal service saloon bodies, fitted late-series low-mileage 5LW Gardner engines, in immaculate mechanical and body condition, certificate of fitness expiring end of 1962, choice of seven, price £400-£450. "L"

**1938** A.E.C.s with 1951-52 Plaxton, E.C.W. and Willowbrook 35-seater service station and coach bodies, fitted low-mileage late-series 7.7 A.E.C. diesel engines, certificate of fitness to end of 1962-61, choice of six, price £350-£300. "L"

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**1948** BRISTOL 56-seater high-bridge double-deckers with Park Royal bodies, fitted late-series low-mileage 5LW Gardner diesel engines, in superb mechanical and body condition, certificate of fitness to 1962, choice of six, price £350-£400.

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**1948** A.E.C. low-bridge 53-seater Metcam double-deckers, leather seating, fitted A.E.C. 7.7 diesel units, certificate of fitness 1963-62, choice of six, price £450-£400.

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**1951** FODEN, 4.1-litre 2-stroke underfloor diesel engine, Mann Egerton 45-seater, 2-tier luxury seating, certificate of fitness 1962, choice of two, price £600-£650.

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**1950** BRISTOL 30-33-seater Windower and E.C.W. half-cab coaches, fitted late-series low-mileage Bristol A.V. 9.8 and Gardner 5LW diesel engines, certificate of fitness 1965-60, choice of six, price £650-£600.

**1949** Mark III 35-seater service saloons with Brush and Park Royal all-metal bodies, fitted 7.7 and 9.6 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1963-62, choice of 10, price £450-£275.

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**1948-49** BEDFORD 29-seater Vista, certificate of fitness 1963-61, price £175-£200. Also Crossley and Daimler with Willowbrook and Duple bodies, £175 each.

**E**NGINES. We have in stock engines complete with fuel pumps, dynamo and starter for all well-known makes of passenger vehicles, complete with clutch and gearbox, price £150 Gardner 6LW, 5LW and 4LK; A.E.C. 7.7 and 9.6; Leyland 8.6 and PSI; Dennis Mark III 6-cylinder, prices ranging from £100 to £175.

**S**UPER coach seats. Several sets of press-button control reclining, full-luxury Continental saloons, very high backed, colour green and grey moquette, with ivory head-rests, cost when new £500-£600, very little used since 1950-57, price £60 per set.

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**GENEROUS PART-EXCHANGE ALLOWANCE.**

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**F.C.S. WORKS,**

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DUNCHURCH,

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LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

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NEW 1961 MODEL COACHES.

IMMEDIATE DELIVERY FROM STOCK.

**B**EDFORD SB3, petrol engine, Duplex 41-seater Super Vega, glass roof quarters, heaters, radio and many other extras, finished pink-grey, Earls Court Show model coach, finished red and cream.

**B**EDFORD SB3, petrol engine, Duplex 41-seater Super Vega, glass roof quarters, heater, radio and many other extras.

**B**EDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream.

**B**EDFORD SBI, 300 cu. in. oil engine, Plaxton special C-type Embassy 41-seater, glass roof quarters, radio, Formica panels, finished cream and blue.

**B**EDFORD SBI, 300 cu. in. oil engine, Duplex 41-seater Super Vega, 2-speed axle, fitted glass roof quarters, heater, radio, many other extras, finished pink-grey.

**B**EDFORD SBI, 300 cu. in. oil engine, Harrington 41-seater Crusader, glass roof quarters, Formica panels, radio and other extras, finished cream and red.

**B**EDFORD SBI, 300 cu. in. oil engine, Plaxton 41-seater Embassy, glass roof quarters, Formica panels, radio and other extras fitted, finished cream and red.

**B**EDFORD SBI, 300 cu. in. oil engine, 2-speed axle fitted Duplex 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

**B**EDFORD SBI, 300 cu. in. oil engine, 2-speed axle fitted, Plaxton Embassy 41-seater, Formica panels, radio, heater and other extras, finished cream.

NEW COACHES UNDER CONSTRUCTION AVAILABLE FOR WHITSUN.

**B**EDFORD SBI, 300 cu. in. oil engine, 5-speed gearbox or 2-speed axle fitted, mounted with Duplex, Plaxton, Harrington or Burlingham 41-seater coachwork, finished to instruction.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1. VICTORIA 6033.

NEW COACHES FOR IMMEDIATE DELIVERY.

**A.E.C.** Reliance, air brakes, Duplex Britannia, front-entrance 41-seater, glass roof quarters, heaters, walnut plastic panels, choice of two.

**A.E.C.** Reliance, air brakes, Harrington Cavalier, Formica panels, heaters, red moquette, in primer.

**A.E.C.** Reliance, air brakes, Plaxton Embassy 41-seater, central entrance, glass roof quarters, heaters, Formica panels, finished grey.

NEW COACHES UNDER CONSTRUCTION FOR WHITSUN.

**L**EYLAND Leopard chassis, fitted with Duplex Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

## USED COACHES.

IMMEDIATE DELIVERY EX STOCK SUBJECT TO BEING UNSOLD.

### BEDFORD.

**1959** Petrol 41-seater Duplex, glass roof quarters, silver KD certificate of fitness 1966, KD6318.

**1959** Petrol 41-seater Duplex, heaters, red-grey, certificate of fitness 1966, KD6318.

**1958** Petrol 41-seater Duplex, radio, heaters, red-cream, certificate of fitness 1965, 169BAE.

**1958** Petrol 41-seater Duplex, radio, heaters, red-cream, certificate of fitness 1965, 643BAY.

**1958** Petrol 41-seater Duplex, radio, heaters, cream, certificate of fitness 1965, OC0252.

**1958** Petrol 41-seater Duplex, radio, heaters, red-cream, certificate of fitness 1965, RMI177.

**1957** Petrol 41-seater Duplex, radio, heaters, cream, certificate of fitness 1964, MJY999.

**1957** Petrol 41-seater Plaxton, radio, heaters, dual blue certificate of fitness 1964, OVD324.

**1957** Petrol 41-seater Plaxton, radio, heaters, blue, certificate of fitness 1964, 277BIC.

**1957** Petrol 41-seater Burlingham, heaters, cream-red, certificate of fitness 1964, UOE32.

**1956** Petrol 41-seater Duplex, 2-speed axle, green-grey, certificate of fitness 1964, 480GUP.

**1956** Petrol 41-seater Burlingham, heaters, cream-blue, certificate of fitness 1966, OVE950.

**1955** Petrol 38-seater Duplex, radio, cream-red, certificate of fitness 1965, 77EMC.

**1955** Petrol 36-seater Burlingham, radio, heaters, cream-blue, certificate of fitness 1965, 771EMU.

**1954** Petrol 36-seater Plaxton, glass roof quarters, grey-blue, certificate of fitness 1964, TWE23.

**1954** Petrol 38-seater Duplex, heaters, dual blue, certificate of fitness 1964, XVX913.

**1954** Petrol 38-seater Duplex, heaters, blue, certificate of fitness 1964, HBA137.

**1954** Diesel 38-seater Duplex, heaters, cream-red, certificate of fitness 1964, FBV133.

**1954** Diesel 36-seater Duplex, heaters, cream-orange, certificate of fitness 1964, SAR17.

**1954** Petrol 35-seater Yeates, heaters, green-grey, certificate of fitness 1964, YTW681.

**1954** Petrol 35-seater Yeates, heaters, green-grey, certificate of fitness 1964, YTW681.

**1953** Petrol 35-seater Plaxton, heaters, cream-red, certificate of fitness 1964, KHF420.

**1953** Petrol 35-seater Harrington, cream-red, certificate of fitness 1964, PRL618.

**1953** Petrol 37-seater Duplex, blue-red, certificate of fitness 1963, JNT622.

**1953** Petrol 33-seater Thurgood maroon-cream, certificate of fitness 1963, NXL800.

**1953** Petrol 35-seater Duplex, red-cream, certificate of fitness 1963, YMP54.

**1952** Diesel 35-seater Gurney-Nutting, green, certificate of fitness 1962, LRU8.

**1952** Petrol 35-seater Gurney-Nutting, green, certificate of fitness 1962, LRU179.

**1952** Petrol 33-seater Duplex, heaters, red, certificate of fitness 1962, RPE241.

**1952** Petrol 33-seater Duplex, green-cream, certificate of fitness 1961, OKL943.

(Continued in next column)

## Used Passenger Vehicles (contd.)

**1952** Petrol 33-seater Thurgood, maroon-cream, certificate of fitness 1962, MXL209.

**1952** Petrol 35-seater Gurney-Nutting, red-cream, certificate of fitness 1961, LYG853.

**1952** Petrol 33-seater Duplex grey, certificate of fitness 1961, RPA761.

**1952** Petrol 37-seater Duplex, cream, certificate of fitness 1962, MXI502.

**1952** Petrol 37-seater Gurney-Nutting, brown-ivory, certificate of fitness 1962, WMU401.

**1951** Petrol 33-seater Duplex, maroon-grey, certificate of fitness 1965, MFN650.

**1951** Petrol 35-seater Gurney-Nutting, grey-red, certificate of fitness 1962, TPU2-1.

**1951** Petrol 33-seater Duplex, green, certificate of fitness 1964, HBT141.

**1951** Petrol 29-seater Duplex, cream-red, certificate of fitness 1965, ELD18.

**1949** Petrol 29-seater Duplex, cream-red, no certificate of fitness, GSP249.

**1949** Petrol 29-seater Duplex, cream-blue, certificate of fitness 1962, OHK976.

**1949** Petrol 29-seater Duplex, maroon, certificate of fitness 1963, TRV848.

**1948** Petrol 29-seater Duplex, cream-blue, certificate of fitness 1962, GRX805.

**1948** Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, SMY804.

**1948** Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, K.P.329.

**1947** Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, FWR199.

**1947** Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, FVJ441.

**1947** Petrol 29-seater Duplex, red certificate of fitness 1961, FVJ441.

## A.E.C.

**1956** Reliance 41-seater Duplex, grey-red, reconditioned engine, certificate of fitness 1961, S.A.D611.

**1955** Reliance 41-seater Burlingham, cream-red, certificate of fitness 1965, JBW483.

**1955** Reliance 41-seater Burlingham, cream-red, certificate of fitness 1965, JBW484.

**1954** Reliance 41-seater Duplex, maroon, certificate of fitness 1964, TPP259.

**1952** Mk IV 41-seater Yeates, cream, certificate of fitness 1962, RMI104.

**1951** Mk IV 41-seater Heaver, green, certificate of fitness 1966, KAB167.

**1950** Mk III 33-seater Longwell-Green, blue, certificate of fitness 1964, JDG879.

**1949** Mk III 33-seater Longwell-Green, blue, certificate of fitness 1963, JDD945.

**1949** Mk III 33-seater Yeates, blue, certificate of fitness 1962, CBV704.

**1948** Mk III 37-seater Burlingham, blue, certificate of fitness 1962, BCBI63.

## LEYLAND.

**1952** Royal Tiger 39-seater Thurgood, blue, certificate of fitness 1961, PBH118.

**1951** Royal Tiger 41-seater Harrington, cream-red, certificate of fitness 1961, FBW624.

**1951** Royal Tiger 41-seater Harrington, cream-red, certificate of fitness 1961, FBW625.

**1951** Royal Tiger 41-seater Harrington, grey-red, certificate of fitness 1965, PHA484.

**1950** Comet 33-seater Burlingham, maroon, certificate of fitness 1961, ACC820.

**1950** PSI/1 33-seater Burlingham, cream-red, certificate of fitness 1963, KOH200.

## COMMER.

**1956** TS3 diesel 41-seater Duplex, cream-orange, certificate of fitness 1961, RUF975.

**1950** Avenger, petrol, 33-seater All-Weather, brown-ivory, certificate of fitness 1963, KLC724.

CHOICE OF SEVERAL DENNIS, FODEN, COMMER AVENGERS AND AUSTIN COACHES, ALL WITH CURRENT CERTIFICATES OF FITNESS.

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NEWPORT ROAD, CARDIFF. CARDIFF 28734.

CORNARD ROAD, SUDBURY, SUFFOLK. Sudbury 2301.

MITCHELL LANE, VICTORIA STREET, BRISTOL, 1. Bristol 27063.

ARLINGTON MOTOR CO., LTD. 906-372

LAMBERTS OF KINGSTON, LTD. MAIN FORD DISTRIBUTORS.

**1960** Thames diesel 41-seater Burlingham luxury coach, certificate of fitness 1967, low mileage, excellent order throughout, red interior, ivory exterior, specimen coach, £3,475.

**1959** SBI BEDFORD Duplex, 41 seats, heaters, etc., very nice all round, choice of four, £3,150 each.

**1958** SBI BEDFORD Duplex 41-seater, good clean vehicle all round, £2,850.

**1957** SBI BEDFORD Duplex 41-seater, red-cream exterior, red-fawn interior, heaters and wheel trims, etc., choice of two, £2,600.

**1954** BEDFORD Duplex, fitted Bedford diesel 300 good tyres, red-cream exterior, fawn interior, good certificate of fitness.

ALL vehicles over £500 are steam-cleaned, re-serviced and work-serviced and thoroughly cleaned prior to delivery.

THERE IS A Good Deal more for you to see at—

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April 28, 1961—THE COMMERCIAL MOTOR 69 (Supplement)

## Used Passenger Vehicles (contd.)

### BARNARD AND BARNARD, LTD.

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OFFER IMMEDIATE DELIVERY

OF THE FOLLOWING—

NEW 1961 FORD THAMES

DIESEL COACHES.

**PLAXTON** Embassy 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and public address, interior red moquette, exterior red and cream.

**PLAXTON** Embassy 41-seater, fitted Perspex quarters, 2-tone Formica side panels, heater, radio, etc., interior red patterned moquette, exterior cream.

**PLAXTON** Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream primer.

**D**UPLEX Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

**D**UPLEX Yeoman 41-seater, fitted walnut Formica side panels, heaters, radio and public address, interior red moquette, exterior ivory.

**D**UPLEX Yeoman 41-seater, Perspex quarters, walnut side panels, heaters, radio and microphone, etc., interior grey and red patterned moquette, exterior cream.

**D**UPLEX Yeoman 41-seater coaches with extras and colours to your choice, 3-4 weeks' delivery.

**1959** BEDFORD diesel 41-seater full luxury Harrington Crusader, fitted with radio and heaters and many other extras, small mileage, as new, certificate of fitness 1967.

**1959** BEDFORD diesel 41-seater full luxury Duplex body, fitted with radio and heater, also many other extras, certificate of fitness 1966.

**1956** BEDFORD 41-seater full luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966, choice of two.

**1956** BEDFORD Super Vega 41-seater full luxury Duplex body with Perspex quarters, Formica side panels, heaters, public address system, interior fawn and red moquette, in good, clean condition throughout, just been re-certified.

**1956** COMMER TS3, 41-seater full-luxury Plaxton body, fitted with heater, in good, clean condition throughout, certificate of fitness 1966.

**1955** COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

**1954** BEDFORD Super Vega, 35-seater full-luxury Duplex body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

**1952** A.E.C. 9.6 engine, full-front 39-seater full-luxury Whiston observation coach, good tyres, in good clean condition throughout, one owner since new, certificate of fitness 1962.

**1952** BEDFORD Super Vega 37-seater full-luxury Duplex body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

**1952** ALRION, 4-cylinder diesel engine, full-front 31-seater full-luxury Duplex body, heater, Formica side panels, good tyres, one owner since new, certificate of fitness 1962, choice of two.

**1951** A.E.C. 41-seater full-luxury Harrington Domes fin body, fitted heater and many other extras, finished in cream and red, in good, clean condition throughout, certificate of fitness 1961.

**1950** BEDFORD Vista 29-seater full luxury Duplex body, fitted with heater, Formica side panels in cream and red, certificate of fitness 1963.

SEVERAL other coaches, suitable for workmen and mobile service, at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

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YOUR FORD DEALERS

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### THE MOTOR DEPOT.

158 WALSGRAVE ROAD,

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NEW 1961 FORD DUMPS AVAILABLE FOR

IMMEDIATE DELIVERY.

**1959** 41-seater BEDFORD Duplex, choice of two.

**1958** 41-seater COMMER TS3 Duplex

**1957** 37-seater BEDFORD Burlingham

**1955** 36-seater BEDFORD Burlingham

**1953** 35-seater BEDFORD Burlingham

**1951** 33-seater BEDFORD Duplex

**1951** 41-seater LEYLAND Royal Tiger, Plaxton

**1951** 37-seater A.E.C. Burlingham

MANY other second-hand coaches of various types to choose from

PART-EXCHANGES and guaranteed H.P. facilities 906-9939

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Used Passenger Vehicles (contd.)

**KIRKBY AND SONS (SALES), L. TD.,**  
CROSS ROADS GARAGE,  
ANSTON,  
NEAR SHEFFIELD.

GREAT BRITAIN'S LEADING  
COACH SPECIALISTS.

A SELECTION OF  
FIRST-CLASS USED VEHICLES

AT THE LOWEST PRICES IN THE TRADE.

**1958** A.E.C. Reliance 41-seater Plaxton Consort, central entrance, vacuum brakes, red pattern certificate of fitness 1965, price £4,100.  
**1960** BEDFORD SBI 41-seater Burlingham 60, red moquette, blue and ivory exterior, price £3,200.  
**1960** BEDFORD SBI 41-seater Burlingham 60, fitted Eaton 2-speed axle, red moquette, £3,250.  
**1958** BEDFORD SBI 41-seater Yeates Europa, red moquette, heater, duo green exterior, certificate of fitness 1965, price £2,785.  
**1957** BEDFORD SBI 41-seater Plaxton, large number of extras, including radio and heater, red moquette, certificate of fitness 1964, price £2,650.  
**1956** BEDFORD petrol 41-seater Duple Super Vega, red moquette, radio and heater, recertified before delivery, price £2,450.  
**1956** BEDFORD petrol 41-seater Plaxton, red moquette, Formica side casings, heater, recertified before delivery, price £2,350.  
**1956** BEDFORD petrol 41-seater Duple Super Vega, quarter roof lights, tubular racks, radio, green pattern moquette, recertified before delivery, price £2,450.  
**1956** BEDFORD R6 diesel 41-seater Duple Super Vega, radio, heater, Formica side casings, red pattern moquette, excellent condition, recertified before delivery, price £2,450.  
**1955** BEDFORD petrol 36-seater Duple Super Vega, autumn tint moquette, radio and heaters, choice of two superb vehicles, certificate of fitness 1965, price £3,100.  
**1953** BEDFORD petrol 35-seater Burlingham Seagull, red moquette, heaters, certificate of fitness 1963, price £1,350.  
**1953** BEDFORD petrol 35-seater Duple Vega, red patterned moquette, heaters, choice of two, certificate of fitness 1963, price £1,350.  
**1952** BEDFORD petrol 35-seater Duple Vega, floral pattern moquette, Formica side casings, certificate of fitness 1962, price £1,100.  
**1951** BEDFORD 33-seater Duple and Plaxton, certificate of fitness 1961, choice of four, price £795.  
**1950** LEYLAND Comet diesel 33-seater, Bellhouse Hartwell, red pattern moquette, certificate of fitness July 1961, £380.  
**1955** COMMERCIAL TS3 41-seater Duple, red moquette, radio and heaters, Eaton 2-speed axle, certificate of fitness April 21, 1966, price £1,950.  
**1953** COMMERCIAL Avenger 33-seater Plaxton Consort, radio, heaters, quarter roof lights, tubular racks, red moquette, certificate of fitness 1963, price £1,125.  
We have for disposal a large number of Bedford and Commer Commando 29-seater coaches with Duple and Harrington bodies, with and without certificates of fitness, from £125.

**A KIRKBY QUALITY VEHICLE**

ALWAYS REPRESENTS GOOD VALUE FOR MONEY.

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STRATFORD-ON-AVON.  
Phone, Stratford-on-Avon 4242 (15 lines).

AND ON SATURDAY AFTERNOONS 4005.

NEW and unregistered 1961 BEDFORD 41-seater Super Vega, 300-cu-in. diesel engine, 2-speed axle, quarter lights, tubular mesh racks, Formica to waist, heaters, radio speed amplification, extra spot light, wheel discs, exterior red and fawn, interior red moquette with red relief.

**USED:**

**1959** BEDFORD petrol 41-seater Duple Super Vega, quarter lights, tubular mesh racks, heater, wheel discs, exterior red and grey, interior red moquette with fawn relief. Certificate of fitness 1964.  
**1959** BEDFORD petrol 4-seater Duple Super Vega, radio, heaters, bonnet covers, wheel discs, extra spot, certificate of fitness 1966. Choice of several.  
**1954** BEDFORD petrol 35-seater Burlingham, certificate of fitness 1964.  
**1951** BEDFORD 33-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., tubular racks, Formica to waist, heater, trim autumn tint, certificate of fitness 1964.  
**1953** A.E.C. Mk. IV 39-seater Burlingham, immaculate, certificate of fitness 1963.  
**1951** PS1. LEYLAND full-front 33-seater, recertified, certificate of fitness 1966.  
**1951** TILLING-STEVENS, 61W, full-front 33-seater, three lift-up seats, certificate of fitness 1964.  
**1950** FODEN, 61W, full-front 33-seater, certificate of fitness 1965.  
**1950** FODEN TS full-front 33-seater, new engine, certificate of fitness 1964.  
**A.E.C.** Reliance chassis also available.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—  
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WE can offer delivery of the following new vehicles painted to instructions:—  
**NEW** BEDFORD, petrol, Duple body, red interior, Williams delivery, painted to choice, iat price.  
**NEW** BEDFORD 34, diesel, 5-speed gearbox, Duple bodies, red interior, painted to colours, finished in cream, immediate delivery, iat price.  
**1960** BEDFORD SBI, diesel, Duple body, glass roof quarters, heaters, radio, low mileage, one owner, certificate of fitness 1967, £3,300.  
**1959** BEDFORD, petrol, Duple 41-seater, glass roof quarters, heaters, red interior, maroon, ivory exterior, choice of two, immaculate vehicles, £3,150.  
**1959** July, COMMERCIAL TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink, grey exterior, certificate of fitness 1966, £3,500.  
**1959** FALCON, PSV 11-seaters, green, cream exterior, certificate of fitness 1966, choice of three, from £525.  
**1959** FORD Thames 11-seaters, face-forward seats, cream exterior, one owner, only, choice of two, certificate of fitness 1966, £525 each.  
**1958** BEDFORD Vegas 37-41-seaters, red interior, cream exterior, choice of two, very clean, certificate of fitness 1965, £2,850.  
**1957** BEDFORD Vegas 41-seater Duple body, red interior, red, maroon exteriors, heaters, choice of three, £2,650.  
**1955** COMMERCIAL TS3, fitted factory service reconditioned engine, good tyres, autumn interior, cream, red interior, certificate of fitness September, 1964, £2,250.  
**1954** BEDFORD R6 diesel Duple 36-seater, green interior, fawn, green exterior, immaculate, one owner, certificate of fitness 1964, £1,960.  
**1954** BEDFORD Vega 36-seater, red interior, glass roof quarters, tubular racks, cream, blue exterior, heater, £1,500.  
**1954** BEDFORD Plaxton 38-seater, red interior, recently retrimmed, green, cream exterior, very clean, certificate of fitness 1964, £1,950.  
**1952** BEDFORD Vega 37-seater, red interior, heater, one owner only, clean vehicle, certificate of fitness 1962, £1,150.  
**1952** BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, blue, cream exterior, certificate of fitness 1962, 6975.  
**1952** BEDFORD Vegas 37-37-seaters, red interiors, fitted heaters, red, cream exterior, choice of three, from £1,275.  
**1952** DENNIS 31 Strachan 37-seater full-fronted body, one owner, green interior, black, grey exterior, one owner only, heaters, certificate of fitness 1962, 6650.  
**1951** DENNIS Falcon 35-seater, Strachan body, certificate of fitness 1963, green interior, £550.  
**1948** BEDFORD OB Vista 29-seaters, choice of several, clean vehicles, from £125.  
**1948** MAULDSLEY, Burlingham 33-seater body, very clean vehicle, very good runner, £125.  
**1947** 48 DAIMLER Plaxton and Duple bodies, 35-seaters, clean machines, from £195.  
**1946** BEDFORD OB chassis, fitted 29-seater Harrington body, high-backed seating, fitted heater, one owner only, used on coastal work, certificate of fitness 1961, £175.  
We usually carry a stock of cheap vehicles suitable for showrooms and carrying workmen, etc.  
PS1 Plaxton authorized repairers for the South, we offer a good repair service, also painting and trimming, crash jobs our speciality.  
We can usually arrange to hire you a coach while yours is off the road. 906-562

**COMBERHILL MOTORS, L. TD.**

INGS ROAD, WAKEFIELD.

**NEW** 1961 BEDFORD SBI diesel 41-seater Plaxton Embassy, three available, certified 1968.  
**NEW** 1961 FORD Frader, diesel, 41-seater Plaxton Embassy, three available, certified 1968.  
**NEW** 1961 BEDFORD SBI, diesel (3-speed axle), 41-seater Harrington Crusader, one available, certified 1968.  
**NEW** BEDFORD SBI, diesel, 41-seater Burlingham Seagull 60, heater, radio, certified 1968.  
**1959** BEDFORD SBI, diesel, 41-seater Duple Super Vega, heater, radio, choice three.  
**1959** A.E.C. Reliance, 7.75-litre, 41-seater Duple Britannia, heater, radio, certified 1966.  
**1959** BEDFORD SBI, petrol, 41-seater Duple Super Vega, heater, radio, certified 1966.  
**1959** BEDFORD SBI, petrol, 41-seater Burlingham Seagull, heater, certified 1966.  
**1958** BEDFORD SBI, diesel, 41-seater Plaxton, heater, cream-red, certified 1963.  
**1958** BEDFORD SBI, petrol, 41-seater Duple Super Vega, heaters, choice four.  
**1958** COMMERCIAL TS3 (Rootes diesel) 41-seater Duple Super Vega, heaters; choice four.  
**1958** Duple Super Vega coaches; choice seven.  
**1957** COMMERCIAL TS3 (Rootes diesel) 41-seater Beadle Rochester luxury coach, heater fitted.  
**1956** BEDFORD SBI petrol 41-seater Yeates Riviera, Triplex lights, immaculate.  
**1955** A.E.C. Reliance (7.75-litre) 41-seater Roe Dalesman luxury coach, choice two.  
**1955** COMMERCIAL TS3 diesel 39-seater Thurgood, certified 1965, heater.  
**1954** A.E.C. Reliance (7.75-litre) 41-seater Burlingham Seagull, heater, radio; choice two.  
**1954** BEDFORD SB petrol 36-33-seater Burlingham Seagull, heater, certified 1962-62; choice two.  
**1953** BEDFORD SB petrol 33- to 38-seater Duple Vega, Plaxton Envoy, Yeates Riviera and Crusader-Nutting; choice several, all certified.  
**1952** KARRIE-COMMER 41-seater Reading luxury coach, exceptionally clean.  
**1951** LEYLAND Royal Tiger 43-seater Metalcraft, heater, certified 1965, luxury seats.  
**1951** A.E.C. Regal Mark IV 39-seater Windover, being recertified.  
**1951** FODEN F66 (Foden Mark 2 2-stroke diesel engine), Windover coach, bodywork damaged, chassis sound, £425.  
**1948** A.E.C. Regal Mark III (9.6-litre diesel engine), Windover coach, bodywork damaged, chassis sound, £375.

HIRE-PURCHASE FACILITIES, EXCHANGES.

Phone, Wakefield 6771 (10 lines). 906-543

Used Passenger Vehicles (contd.)

**S.M.T.**

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IMMEDIATE OR EARLY DELIVERY OF NEW  
BEDFORD DIESEL CHASSIS WITH DUPLÉ 41-  
SEATER FULL LUXURY BODIES.  
BETTER VALUE THAN EVER BEFORE IN S.M.T.  
RANGE OF USED COACHES. EXAMPLES FROM  
OUR LARGE AND COMPREHENSIVE STOCK  
INCLUDE—

1960 BEDFORD Duple SBI 41-seaters; extras include heaters, top sliding windows, plastic head-rest covers, wheel discs front and rear, as new condition, choice of two.  
1959 BEDFORD Duple SBI 41-seaters, 2-speed rear axles, heaters, top sliders, wheel discs to rear wheel, choice of two immaculate machines.  
1959 BEDFORD Plaxton SBI 41-seaters, Plaxton C-type body, Syndrom chassis lubrication, radio/public address, heaters, roof quarter lights, top sliding windows, outstanding condition.  
1959 BEDFORD Plaxton 41-seater, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic head-rest covers, wheel discs, low mileage, top quality vehicle.  
1957 BEDFORD Duple 41-seater, exterior ivory with blue-grey metallic chrome, Formica side casings, glass roof quarters, insulating parcel racks, radio/public address, and many other extras; this is a top quality vehicle ex a well-known Continental touring fleet.  
1958 BEDFORD Duple 41-seater coaches, exterior ivory and red seating in red patterned moquette, many extras; choice of two top quality machines.  
1955 BEDFORD Plaxton 36-seater, certificate of fitness 1965, exterior ivory with blue-grey metallic chrome, well-known Continental touring fleet, many extras.  
1954 BEDFORD Duple 36-seater, R6 engine, certificate of fitness B54, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh coach.  
1951 BEDFORD Duple 33-seater, Formica side casings and heater, maroon with ivory waist, seating in red moquette, bargain.  
1951 A.E.C. Burlingham 41-seater full luxury coach, rebodied in 1955, certificate of fitness 1965, excellent value.  
1951 LEYLAND Royal Tiger Windover 39-seater coach, many extras and very reasonable price.  
1952 LEYLAND PS1 Plaxton 37-seater, certificate of fitness 1963, exterior blue, very clean machine.  
1950 LEYLAND Harrington 37-seater, certificate of fitness 1963, exterior 2-tone blue, blue moquette.  
1955 COMMERCIAL Duple 41-seater diesel, certificate of fitness May, 1965, 2-speed rear axle, exterior red and cream, radio, public address, heaters, plastic head-rest covers, mechanically very sound indeed, and well tried.  
1954 COMMERCIAL Plaxton 39-seater, certificate of fitness 1963, reconditioned engine very recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.

AND MANY OTHERS INCLUDING EXCELLENT  
SELECTION OF HALF-CAB 33-SEATERS CROSSLEY,  
AND CHOICE OF THREE FODEN-PLAXTON 33-  
SEATERS WITH 6LW ENGINES AT VERY REASON-  
ABLE PRICES.

**DEMONSTRATIONS**

WITHOUT OBLIGATION  
ANYWHERE.

FOR A BETTER DEAL CONSULT THE COACH  
EXPERTS.  
PART EXCHANGES WELCOMED.  
HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT.  
OFFICIAL FITTING AGENT FOR

**TECALEMIT SYNDROMIC AND A.C.L.**  
AUTOLUBRICATION. 906-419

**STANLEY HUGHES AND CO., L. TD.**

LODGE GARAGE,  
GOMERSAL,  
Nr. Leeds

FOR SPECIAL BARGAINS SEE PAGE 46.

PHONE, BRADFORD 681144-9. 906-014

**SOUTHERN LIGHT COACH CENTRE**

(JOHNS CROSS GARAGE, LTD.),  
ROBERTSBRIDGE 222-223, SUSSEX.

**NEW** Thames Burlingham for early delivery. See and try our demonstrator.  
**NEW** TROJAN luxury coaches for early delivery, fitted diesel engines, 40 plus m.p.g., top heaters. Weather-shields lift-up roof vent, choice of upholstery colours and interior, at works, £1,475.  
**1955** BEDFORD Plaxton 36-seater, fitted radio, heater, certificate of fitness 1965, as new, £2,225.  
**LATE 1959** BEDFORD 11-seater P.S.V., heater, certificate of fitness 1966, as new, £595.  
**1959** TROJAN rural bus green interior, heater, 18,000 miles only, certificate of fitness 1966, £950.  
**1957** BEDFORD Duple 41-seater, average condition, £2,200.  
**1950** A.E.C. one owner, tip-top condition, certificate of fitness 1965, £1,050.  
**1957** MORRIS Minibus, full P.S.V. specifications.  
**1959** BEDFORD Duple 41-seater, 35,000 miles, certificate of fitness to 1966, fitted radio, public address system, immaculate, used seasonal only, £1,150.  
**1953** BEDFORD Plaxton 36-seater, fitted new engine with windover, interior and exterior finished in red and cream, radio and heater fitted, certificate of fitness 1963, £1,750.  
**1951** BEDFORD Duple 33-seater, excellent condition, choice of two, £950.  
**1948** BEDFORD Duple 29-seaters, choice of three, all with good certificates of fitness, from £225.  
TRY us for our part-exchange allowance, on small or large P.S.V.s. 906-419

## Used Passenger Vehicles (contd.)

### W. S. YEATES, L. TD.

DERBY ROAD, LOUGHBOROUGH.

THE COMPLETE SERVICE TO COACH OPERATORS.

VISIT YEATES NOW FOR COMPLETE SATISFACTION WITH NEW AND SECOND-HAND LUXURY COACHES. OUR STOCK OF CAREFULLY PREPARED AND SERVICED LUXURY COACHES INCLUDES THE FOLLOWING:—

- 1960** Thames Yeates Europa 41-seater, red interior, mainly cream finish, many extras, £3,375.
- 1959** BEDFORD SBI diesel, 41-seater coaches—choice of several with Yeates Europa and Duplex Super Vega bodies, wide range of interior and exterior colour finishes, all are quality tested and guaranteed and prices are from £3,000.
- 1959** BEDFORD SBI petrol, 41-seater Yeates Europa in blue and primrose with red interior, heater, radio and other extras, quality tested and guaranteed, £3,100.
- 1956, 7 and 8** BEDFORD SBI petrol, 41-seater Duplex Super Vegas, choice of three finished in red and cream with red interior or blue and cream with blue interior, all quality tested and guaranteed at prices from £2,560.
- 1959** BEDFORD SBR LEYLAND Comet 41-seater Yeates Europa with every extra, including roof quarter lights, heaters and radio, a superb coach, quality tested and guaranteed.
- 1955** A.E.C. Reliance 41-seater Duplex Britannias, choice of two with red interior, red and cream finish, exceptional condition, from £2,900.
- 1957** COMMERCIAL TSI 41-seater coaches with choice of Plaxton, Yeates Europa and Duplex bodies, red and cream finish, red interior, many extras fitted, all quality tested and guaranteed, from £2,700.
- 1954** BEDFORD 36-seater Duplex Super Vega, cream, red interior, certificate of fitness 1964, very smart condition, £1,690.
- 1953** BEDFORD 36-seater luxury coach with choice of Duplex and Burlingham bodies, certificate of fitness 1963, from £1,485.
- 1951** BEDFORD 33-seater luxury coaches, choice of Duplex and Plaxton bodies with good certificate of fitness, choice of four from £850.
- 1951** LEYLAND Royal Tiger 41-seater Harrington Wayfarer, red and cream, red interior, very good condition, to be recertified before delivery, £1,560.
- 1950** BEDFORD Duplex 29-seater Vista high-back seating, choice of two in red and cream with red interior and blue and cream with blue interior, certificate of fitness 1964, from £350.
- 1953** Burlingham Scagull 35-seater body on LEYLAND PSI chassis, full front, no bulkhead, most useful type of coach, £850.

A Very large selection of clean coaches of all types is available for inspection and test, either at our works or at your own premises.

PLEASE write or phone for full list.

FOR PERSONAL FRIENDLY ATTENTION AND SERVICE WRITE, PHONE OR CALL.

### W. S. YEATES, L. TD.

PHONE, LOUGHBOROUGH 4321 (P.B.X.) 906-021

### DON EVERALL (COMMERCIAL VEHICLES), L. TD.

34 CLEVELAND ROAD, WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

- NEW** BEDFORD SBI diesel 41-seater Duplex or Burlingham coaches.
- NEW** FORD Trader 41-seater Duplex, Plaxton or Burlingham coaches.
- NEW** COMMERCIAL Avenger 41-seater Duplex coach, one only.
- ALL** available with early delivery and finished to your instructions.
- 1960** FORD Trader diesel 41-seater Burlingham coach, £3,400.
- 1959** COMMERCIAL Avenger 41-seater Duplex coach, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,400.
- 1959** BEDFORD petrol 41-seater Duplex coach, blue and cream exterior, immaculate condition, £3,100.
- 1956** BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2,100.
- 1956** 57-58 COMMERCIAL Avenger 41-seater, Duplex Beagle coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.
- 1955** BEDFORD petrol 36-seater Burlingham coach, recertified 1965, very clean, £1,900.
- 1954** GUY Arab light weight or 6HLW Gardner under-floor diesel engine, fitted 41-seater Burlingham Scagull coach body, engine and body have been overhauled, certified 1964, £2,200.
- 1953** BEDFORD petrol 35-seater Duplex coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1963, £1,350.
- 1953** BEDFORD petrol 35-seater Burlingham coaches, certified 1963, £1,300, choice of two.
- 1952** A.E.C. Mk. IV 41-seater Yeates coach, certified 1962, £1,400.
- 1951** LEYLAND Royal Tiger 39-seater Beccles coach, recertified 1964, £1,000.
- 1950** LEYLAND Comet 37-seater Plaxton coach, certified 1961, £500.
- 1950** DAIMLER CDV6 37-seater Wilkos and Mead coach, certified 1964, £600.
- 1947** LEYLAND PDI 55-seater low-bridge double-decker, repainted and recertified 1964, £500.

**50** DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500. OR AVAILABLE FOR HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEKENDS, 3234-7 and 22293.

### DON EVERALL (COMMERCIAL VEHICLES), L. TD.

## Used Passenger Vehicles (contd.)

### COACHES AND COMPONENTS, L. TD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

- NEW** 1961 BEDFORD diesel 41-seater Super Vega, with 5-speed box, red moquette, in primer, immediate delivery.
- 1959** BEDFORD petrol 41-seater, exterior blue-grey, certificate of fitness 1966.
- 1959** BEDFORD diesel 41-seater, 7-ft, 6-in. Duplex Super Vega, moquette red, exterior cream-red, certificate of fitness 1966.
- 1959** BEDFORD petrol 41-seater Super Vega, exterior grey-blue.
- 1959** BEDFORD diesel 41-seater Duplex Super Vega, exterior cream-brown, certificate of fitness to 1966.
- 1958** BEDFORD diesel 41-seater Super Vega, exterior ivory.
- 1957** BEDFORD petrol 41-seater, exterior grey-blue, certificate of fitness March 1964.
- 1957** BEDFORD petrol 41-seater Plaxton, exterior blue-black, certificate of fitness to April, 1964.
- 1955** COMMERCIAL TSI 36-seater Duplex, full front, exterior red-maroon, certificate of fitness May, 1965.
- 1955** BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.
- 1955** BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.
- 1955** BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, oil engine, 33-seater.
- 1954** BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.
- 1954** BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.
- 1954** BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.
- 1953** BEDFORD 35-seater Diesel Duplex Super Vega, exterior cream-red, certificate of fitness July, 1963.
- 1952** BEDFORD petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.
- 1952** BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.
- 1952** DENNIS Falcon 35-seater Duplex, exterior blue-cream, certificate of fitness 1962.
- 1951** MAUDSLAY A.E.C. 33-seater, 33-seater, Bellhouse-Hartwell, certificate of fitness August, 1963.
- 1951** BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.
- 1951** BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June, 1961.
- 1950** COMMERCIAL 33-seater, exterior blue-maroon, certificate to May, 1963.
- 1948** DENNIS 33-seater Churchill body, exterior cream-blue, certificate of fitness 1963.
- 1948** AUSTIN 31-seater, exterior green.
- 1947** DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

EXPORT inquiries invited. 906-572

### BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME), BIRMINGHAM, 5.

Phone, Midland 1355.

### NEW 1961 FORD DUPLEX.

PRE-WHITSUN DELIVERY.

- 1960** FORD 41-seater Burlingham.
- 1960** BEDFORD SBI, quarter lights, cream and maroon.
- 1958** COMMERCIAL TSI 41-seater Plaxton, radio, three heaters.
- 1957** BEDFORD Duplex 41-seater, quarter lights.
- 1956** COMMERCIAL TSI 37-seater Duplex, certificate of fitness 1966.
- 1956** BEDFORD petrol 41-seater Duplex, new certificate of fitness.
- 1955** BEDFORD Duplex 36-seater, wireless and P.A. system, immaculate, certificate of fitness 1965.
- 1953** GUY 41-seater, metal body fitted with Gardner engine, certificate of fitness 1963.
- 1952** CROSSLEY 47-seater, Gurney Nutting, certificate of fitness 1962.
- 1950** BEDFORD Vista 29-seater, Formica sides, certificate of fitness 1964.
- 1950** PS2, 33-seater Burlingham, half-cab, certificate of fitness 1965.
- 1948** A.E.C. double-deckers, low-bridge 53-seaters, Weymann bodies, choice of three.
- 1948** A.E.C. 33-seater Burlingham, certificate of fitness 1962, choice of two.

GOOD selection of 1950 to 1954 BEDFORD petrols, available for inspection.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

### BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME), BIRMINGHAM, 5.

Phone, Midland 1355.

AFTER HOURS, WOLVERHAMPTON 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

SOUTHERN AREA REP., PHONE, GRAMPOND ROAD 455 (NEAR TURO). After 7 p.m., Newquay 3355. 906-596

### TRANSPORT (PASSENGER EQUIPMENT), L. TD.

- 1948** A.E.C. 35-seater service saloons fitted 7.7 diesel engines, excellent mechanical order and general condition.
- 1948** DENNIS Lancel 32-34-seater service saloons, low mileage, fitted 5LW Gardner engines, first-class vehicles.
- 1949** DENNIS Lancel 32-34-seater service saloons, excellent condition, fitted 5LW Gardner engine, certificate of fitness November, 1964.
- LEYLAND** and GUY double-decker buses, choice of 50, certificates of fitness from 1961 to 1963, prices from £175 each.

### OAK HOUSE,

BRUNNICKS STREET,

MACCLESFIELD.

Phone 4433.

906-272

## Used Passenger Vehicles (contd.)

### CHARLES COPPOCK, L. TD.

SERVICE BUSES.

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

### COACHES.

FULL-FRONTED.

30 FT. X 8 FT.

### A.E.C. RELIANCE.

FIRST REGISTERED 1955.

POWERED UNDERFLOOR 7.7-LITRE DIESEL

ENGINE.

TRIPLE SERVO BRAKES.

DUPLEX ELIZABETHAN BODY.

39 SEATS, FULL LUXURY.

FITTED WITH GLASS ROOF QUARTER DOMES

HEATER.

CENTRE SLIDING ENTRANCE DOOR.

VERY LARGE REAR LUGGAGE LOCKER.

ENGINE AND CHASSIS OVERHAULED SPRING

1950.

CERTIFICATES OF FITNESS EXPIRE 1965.

CHOICE OF TWO.

- 1951** Royal Tiger, 9.8 underfloor engine, air brakes, Duplex Ambassador coachwork, 37 large super luxury coach seats, retrimmed two years ago in grey and black nylon upholstery, with light grey head rests and facings, very attractive vehicles, with beautiful appointed interior, ideal for long distance travel, extra seat can be fitted to increase seating capacity to 39 passengers. Choice of two.
- 1952** DAIMLER Freeline, powered Daimler under-floor engine, 43 full luxury seats, trimmed in autumn tint with brown leather facings.

### DOUBLE-DECK

### HIGHBRIDGE.

- 1948** A.E.C. Mk. III, 9.6-litre engines, M.C.W. coachwork, all-metal construction, 56 seats, choice of five, certificate of fitness December, 1961, to May, 1962, prices from £325 each.
- 1943** GUY Arabs, powered 5LW engines, bodies by Weymann, 36 seats, certificate December 1961, and February, 1962, respectively, choice of two, £225 each.

PHONE, SALE 5633.

GRAMS, "BUSUNITS" 906-050

### LANCASHIRE MOTOR TRADERS, L. TD.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

### SECOND-HAND COACHES.

1961 END-OF-SEASON SALE.

### SPECIAL BARGAINS.

- 1958** BEDFORD 41-seater Duplex Super Vega, blue interior, cream exterior, speech amplification, certificate of fitness 1965, choice of three, £2,400.
- 1958** BEDFORD (petrol) 41-seater Duplex Super Vega, red interior, grey and maroon exterior, radio, microphone, heaters, certificate of fitness May, 1965, £3,400.
- 1955** COMMERCIAL TSI 41-seater Plaxton, red interior, grey-blue exterior, heaters, Eaton 2-speed, certificate of fitness February, 1965, £1,850.
- 1954** BEDFORD 36-seater Burlingham, green interior, cream and red exterior, radio, microphone, heaters, certificate of fitness 1964, £1,250.
- 1950** FORDEN 39-seater Bellhouse, blue interior, cream and maroon exterior, fitted heaters, new Mk. II engine fitted 9,000 miles ago, certificate of fitness March, 1963, £400.
- 1950** COMMERCIAL 33-seater Burlingham, blue interior, cream exterior, heaters, certificate of fitness November, 1963, choice of two, £450.
- 1946** LEYLAND PSI 33-seater, full-front Beccles fitted 1950, red interior, brown exterior fitted heaters, certificate of fitness October, 1961, £200. 906-272

### FERRINGTONS OF EYINGTON, L. TD.

NEW BEDFORD Duplex Vega 41-seaters.

NEW A.E.C. Reliance Duplex Britannia 41-seaters.

- 1954** BEDFORD Yeates Riviera 36-seaters, fitted quarter lights, tubular racks, radio, heaters, certified 1964, £1,650.
- 1954** BEDFORD Yeates Riviera 33-seater, excellent condition, certified 1964, £1,475.
- 1953** LEYLAND Royal Tiger Harrington 41-seater, excellent condition, certified 1963, £1,850.
- 1953** BEDFORD Plaxton Venture, 36-seater, lift-on vents, radio and heaters, certified late 1962, £1,425.
- 1951** LEYLAND Royal Tiger Burlingham Scagull 39-seater radio and heaters, £1,150.

PART-EXCHANGE. HIRE-PURCHASE.

### EYINGTON L. TD.

Phone 38102-3.

906-243

B53

Used Passenger Vehicles (contd.)

FRANK COWLEY,

200

BUSES AND COACHES

ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

- 1956** BEDFORD Plaxton 41-seater super luxury coach, this machine is definitely unmarked and in new condition throughout and cannot be repeated, £2,250.
- 1953** A.E.C. Mark IV underfloor-engined 39- and 37-seater full luxury coaches, all in excellent condition and ready for immediate service, £950 each.
- 1952** LEYLAND Royal Tiger 41-seater coaches, all in excellent condition and certified, £1,150 each.
- PD2** LEYLAND high-bridge double-deckers, all fitted O600 engine, in first-class condition throughout with good batteries, certified 1962, £395 each.
- PD1** Low-bridge double-deckers, all immaculate and certified, £450 each.
- PD2** 1950 high-bridge double-deckers, all-metal bodies and in super condition, certified, £1,500.
- 1949** A.E.C. 9.6 all-metal high-bridge double-deckers, super condition throughout, full air brakes, certified 1961-62 and 1963, from £325 each.
- 1949** A.E.C. low-bridge double-decker, fitted with A.E.C. 9.6 diesel engine, a very fine machine, ready for immediate work, certified 1962, £325.
- 1945** 75-seater GUY low-bridge double-deckers, fitted with Gardner 5LW diesel engines and 1954 bodies, all immaculate, certified 1963, £350 each.
- 1949** BRISTOL 32-seater coaches, powered by Gardner 5LW diesel engines and 3-speed gearboxes, £325 each.
- A.E.C.** 39-seater service buses, 8-ft. wide bodies, 7.7 diesels, certified 1962, £275 each.
- LEYLAND** high- and low-bridge double-deckers, 1949 L and 1950 bodies, excellent and very clean throughout, £225 each.
- A.L.L.** the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

FRANK COWLEY,

3 BLACKFRIARS ROAD,  
SALFORD, 3.

Phone, Manchester, Blackfriars 7577 and Blackfriars 1048.  
906-540

ALF MOSELEY, L. TD.,

FORD THAMES P.S.V. DEALERS.

- 1960** FORD Thames Duple Yeoman 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue, £3,550.
- 1958** COMMERCIAL TS3 Duple 41-seater, seating floral moquette, heaters, etc., exterior mainly cream with red relief, smart and attractive, £2,850.
- 1956** BEDFORD Plaxton 41-seater, red interior, with heaters, exterior red and cream, just recertified 1966, £2,485.
- 1955** COMMERCIAL TS3 Plaxton 41-seater, autumn tint interior, with heater, exterior cream with black relief, certified 1965, £2,250.
- 1954** BEDFORD Yeates Riviera 36-seater, red interior, with heater, exterior maroon and grey, certified 1964, most attractive, £1,885.
- 1953** BEDFORD Duple Super Vega 37-seater with courier seats seating in floral moquette, heater, exterior green and cream, certified 1963, £1,550.
- 1953** BEDFORD Burlingham Seagull 35-seater with courier seat, smart green interior, with radio and heaters, exterior cream and maroon, certified 1963, £1,385.
- 1952** KARRIER Reading, 14-seater luxury coach, red interior, exterior two shades of grey, very clean, £685.
- 1951** CROSSLEY Yeates 39-seater, half-cab coach, autumn tint interior with heater, exterior grey and cream, recently recertified December 1963, a cheap vehicle with large seating capacity, £685.
- 1951** LEYLAND Yeates full-front 35-seater, autumn tint interior, with heater, exterior, recently repainted cream and red, certified for three years, £855.

KNIGHTHORPE ROAD,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

AFTER OFFICE HOURS, 3339. 906-182

FOR IMMEDIATE DELIVERY.

THAMES BURLINGHAM

41-SEATER, FINISHED CREAM, RED MOQUETTE, ALSO FOLLOWING SELECTION OF GOOD USED VEHICLES.

- 1960** Thames Plaxton 41-seater, radio, heater, discs, very clean, 27,000 miles, £3,550.
- 1960** BEDFORD Duple 41-seaters, heaters, wheel discs, grey-red, green-cream exterior, choice of two, 24,000 miles and 29,000 miles, £3,450 each.
- 1959** Thames Burlingham 41-seater, radio, heater, speech amplification, maroon-cream exterior, 37,000 miles, £2,900.
- 1957** COMMERCIAL TS3 Duple 41-seater, very clean, radio, heaters, choice of three.
- 1956** BEDFORD 41-seater Duple, radio, heater, speech amplification, red moquette, grey-grey exterior, £2,150.
- 1955** BEDFORD 38-seater Duple, radio, heaters, discs, choice of two, certificate of fitness 1965, £1,850.
- 1952** BEDFORD 33-36-seater, certificates of fitness, choice of six, £850-£1,500.
- A.L.S.O.** selection of four PS1 LEYLANDS, certificates of fitness 1964-65, Burlingham and Duple bodies.
- THIS week's bargains:—**
- 1957** ATKINSON Britannia 41-seater, very clean, Gardner engines.
- 1958** LEYLAND Cubs, front entrance, driver-operated doors, choice of two.

TAYLORS (P.S.V.), L. TD.

PHONE, GLOUCESTER 22228. 906-9931

Used Passenger Vehicles (contd.)

PERCY D. SLEEMAN, L. TD.,

LONDON COMMERCIAL DEALERS.

- COMMERCIAL** TS3 41-seater Duple, finished to instructions, early delivery.
- A.E.C.** Reliance 41-seater Duple, finished to instructions, early delivery.
- COMMERCIAL** 12-seater P.S.V., three to four weeks' delivery.
- 1960** FORD Thames Burlingham 41-seater, red interior, painted blue and cream, small mileage.
- 1960** A.E.C. Reliance, 41-seater Duple Britannia as new, certificate of fitness 1967.
- 1956** COMMERCIAL Beadle 41-seater, red upholstery, central entrance, good tyres, very clean, certificate of fitness 1960.
- 1951** A.E.C. Mark IV 41-seater Burlingham Seagull body, heaters, red interior, also 39-seaters, blue interior, certificate of fitness 1961.
- A.L.S.O.** a number of BEDFORD Vistas, suitable for travelling shops.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

906-144

STOCKLAND GARAGE, L. TD.,

MARSH HILL, ERDINGTON.

BIRMINGHAM, 23.

Phone, Erd 7239 and Erd 2488.

- 1953** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness March 1963.
- 1953** BEDFORD, Duple body, 35-seater, blue and cream interior, certificate of fitness March 1962.
- 1952** LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue, red interior, certificate of fitness April 1962.
- 1951** LEYLAND Royal Tiger, Yeates body, 41-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.
- 1951** LEYLAND Royal Tiger, Duple body, 41-seater, blue and cream, red interior, certificate of fitness 1966.
- 1951** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.
- A.L.L.** the above vehicles have been maintained by ourselves since new.
- 1948** FODEN, 6LW Gardner engine, Windover body, 33-seater, fawn interior, certificate of fitness 1963.

THE MILLBURN ORGANIZATION FOR IMMEDIATE DELIVERY.

- 1959** BEDFORD Yeates 41-seater saloon de luxe, certificate of fitness 1966.
- 1958** BEDFORD diesel 29-seater Duple luxury coach, certificate of fitness 1965.
- 1958** COMMERCIAL TS3 Duple 41-seater luxury coach, certificate of fitness 1965.
- 1955** ATKINSON, Gardner 5-cylinder underfloor unit, Burlingham 41-seater coachwork, certificate of fitness 1965.
- 1955** BEDFORD Perkins R6 Duple 36-seater luxury saloon, certificate of fitness 1965.
- 1950** LEYLAND PS2 Burlingham full-front 33-seater.
- WE** have recently purchased over 100 LEYLAND single- and double-deck buses and coaches, 31-, 35-, 37-, 41-, 45-, and 56-seaters. Good certificates on majority of above.
- N.B.** Next Motor Auction Sale, Thursday, May 4, 1961.

SEE OUR FULL-PAGE ADVERT IN THIS ISSUE.

MILLBURN MOTORS (PRESTON), L. TD.,

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LONGTON, PRESTON.

Phone, Longton, Lancs, 3255-6. 906-066

BIRD'S COMMERCIAL MOTORS, L. TD.,

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

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USED PASSENGER VEHICLES.

- 40** DAIMLER double-decker buses, 5-cylinder Gardner engines, 2-year certificates of fitness, ready for immediate service, £250 each.
- DAIMLER** 1950 single-deck buses, 6-cylinder Gardner engines, Willowbrook bodies, in excellent condition throughout, £275 each. Choice of three.
- A.E.C.** Regent MK III, 9.6 oil engines, air brakes, A.E.C. etc., first-class condition.
- LEYLAND** low-bridge buses, 2-year certificates of fitness, ready for service, immaculate condition. 906-095

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VAUXHALL AND BEDFORD MAIN DEALERS.

- 1959** BEDFORD Plaxton 41-seater, 300 diesel, certificate of fitness 1966.
- 1957** BEDFORD Duple Super Vega 41-seater, petrol, choice of three, certificate of fitness 1964.
- 1956** BEDFORD Duple Super Vega 41-seater, petrol, recertified.
- 1952** BEDFORD Duple Vega 33-seater, certificate of fitness 1962.
- 1952** BEDFORD 37-seater Gurney Nutting, recertified engine, certificate of fitness 1963.
- 1951** A.E.C. MK IV 39-seater Burlingham Seagull body, radio, heaters, certificate of fitness 1961.

SILVER LINE MOTORS,

MOORLANDS,

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 906-461

Used Passenger Vehicles (contd.)

E. BYNG AND SONS, L. TD.,

291 FRATTON ROAD, PORTSMOUTH.

Phone, Portsmouth 23122 and 22032.

1961 END OF SEASON SALE.

SPECIAL BARGAINS.

- 1959** BEDFORD 41-seater Burlingham, fitted heaters, etc., certificate of fitness 1966, £2,550.
- 1958** BEDFORD Duple Super Vega, certificate of fitness 1965, choice of two, £2,400.
- 1957** BEDFORD 41-seater Duple Super Vega, certificate of fitness 1964, £2,200.
- 1956** BEDFORD (petrol) 41-seater Duple Super Vega, certificate of fitness 1966, £2,000.
- 1955** COMMERCIAL TS3 39-seater Duple, Eaton 2-speed, certificate of fitness 1965, £1,450.
- 1955** BEDFORD (petrol) 38-seater Duple Super Vega, certificate of fitness 1964, £1,500.
- A.L.L.** the above vehicles are exceptionally clean and have been very well maintained. 906-277

W. HAROLD PERRY, L. TD.,

MAIN FORD THAMES P.S.V. DEALERS,

STATION BRIDGE, WEALDSTONE,

MIDDLESEX.

- 1954** December, COMMERCIAL TS3 Plaxton 41-seater, Eaton 2-speed, certificate of fitness 1964.
- 1950** BEDFORD OB Duple Vista 29-seater, certificate of fitness October 1962.
- 1949** COMMERCIAL Avenger, Plaxton 33-seater, certificate of fitness 1963.
- 1949** BEDFORD OB Thurgood 29-seater, uncertified, 10-year certificate, suitable for workmen or mobile shop.
- 1948** DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE HARROW 1031.

906-360

KINGSLAND AND SONS (CAMBERWELL), L. TD.

- 1952** A.E.C., 9.6 eng., 41-seater Burlingham.
- 1952** CROSSLEY, 37-seater Strachan body, certificate of fitness 1962, £600 n.o.o.
- 1949** BEDFORD, 29-seater body by Duple.
- 1947** GUY, 35-seater, full-front body by Plaxton, rebodied in 1957.
- 41-SEATER** Thames body by Plaxton, available for immediate delivery.

246 BROMLEY ROAD,

CATFORD, S.E.6.

Hither Green 4881.

906-531

- 1953** BEDFORD 37-seater Duple, 8-ft., fitted with heater, radio and speech amplification, certificate of fitness May 1963, new engine fitted 1960, very nice maroon exterior.
- 1952** BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness April 1962, new engine fitted late 1960, very nice throughout, maroon exterior.
- 1954** BEDFORD 38-seater Duple, 8 ft., heater, radio and speech amplification, certificate of fitness until 1963, new engine, new tyres, wheel discs, all-round shock absorbers fitted June 1960, in good all-round condition, exterior blue-grey.
- 1954** BEDFORD Duple 36-seater, Perkins R6 maroon-cream, very nice condition, Formica sides, certificate of fitness 1964.
- 1954** BEDFORD 36-seater, Duple, first-class condition, certificate of fitness 1964, red and cream.
- 1961** Thames Duple 41-seater, Eaton 2-speed axle, radio and speech amplification, quarter lights, markers, mud flaps, choice of three, ex-demonstration models, low mileage.
- 1959** Thames Burlingham 41-seater, very nice condition, well maintained, one only.
- 1961** Thames Duple 41-seaters to your own specifications, for delivery whilst stocks last. List prices.

- 1961** Thames Duple, K-type moulding, quarter lights, for immediate delivery, painted to your colours, two only, list prices.

WANTED, 1960 BEDFORD SP3.

DISPATCH MOTORS, 256 Borough High St., S.E.1. 906-465

**1959** A.E.C., Panorama 41-seater Plaxton.

**1959** FORD Thames, 41-seater Duple.

**1952** A.E.C., 39-seater Burlingham.

**R. J. COWDELL**, 121 Malpas Rd., Newport, Mon. 9, 28  
BEDFORD Vista, high-back seats, reconditioned engine.  
B certificate of fitness 1962, £150. Austin 11-seater, full-luxury seats, driver-operated door, £50. Davies, 30 Mount Pleasant Rd., Ebbw Vale, Phone 2142. 906-x3856

**1945** Daimler 56-seater, A.E.C. 7.7 engine, certificate of fitness March 1964, £1,150. Many spares available. November, 1959, 15-seater Bedford Duple luxury coach, heater, radio, £1,600. Yeomans, Phone Canon Pyon 207, Hereford. 907-x3850

**1950** LEYLAND PS1 Burlingham full-front 35-seater, £650.

**1956** BEDFORD 41-seater Duple, heaters, £2,150.

**1949** BEDFORD 29-seater Duple Vista, certificate of fitness three years, £345.

**29** Brand-new Duple seats for sale, £215.

**CONWAY HUNT LTD.**, Brox Rd., Ottershaw, Phone, Ottershaw 461, day and night. 906-522

**1953** LEYLAND Royal Tiger 41-seater.

**1953** CROSSLEY 37-seater Churchill.

HACKETT'S DISPOSALS, L. TD.,

ACE OF SPADES GARAGE,

BUTLEY, NEAR MACCLESFIELD.

Phone, Prestbury 89643. 906-304



## Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO. LTD.**  
LODGE GARAGE,  
GOMERSAL,  
Nr. Leeds

FOR SPECIAL BARGAINS SEE PAGE 46.  
PHONE, BRADFORD 68144-9. 906-015

**14-SEATER** Commer, luxury seats, certificate 1964.  
1954: 1956 Bedford 41-seater, certificate 1966, £2,175.  
1952 Bedford 37-seater, certificate 1962, in exceptional condition, £1,200; 1950 Dennis 35-seater, certificate 1963; Full-front Duplex very good condition, £595; 1950 Albion 31-seater, certificate 1965; Full-front Duplex, very good condition, £475; 1947 Vesta 29-seater, certificate 1963, £175; 1947 Vesta 29-seater, no certificate, £70.  
**H. SHAW** Market Deeping 2224

**J. A. DICKSON**, Stoke Mandeville, Phone, Stoke Mandeville 3261. Offers:—  
**1960** BEDFORD Duplex, diesel, 41 seats.  
**1960** FORD Burlingham, 41 seats.

**1957** BEDFORD Duplex, petrol, 41 seats.  
**1955** BEDFORD Duplex, 36 seats, 300 cu. diesel.  
**1948** A.E.C., 9.6, double-decker, choice of three.

**1953** BEDFORD Duplex, 36 seats.  
**1960** FORD Thames 41-seater Burlingham.

**1956** BEDFORD Duplex 41-seater, cream and brown, heater, certificate of fitness 1965.  
**1956** COMMER TS3 Duplex 37-seater, 2-speed axle, heater, cream and maroon, being reconditioned.

**1952** BEDFORD Duplex, 15-seater, courier seats, radio, heater, certificate of fitness 1962.  
**1951** Duplex Vega 33-seater, cream and red, radio, heater, full-luxury seats.

**1949** SEDDON, fitted new seats and tyres, Perkins engine, certificate of fitness 1963.  
**A. G. JULIAN**, BRIGHTON GARAGE, Brighton, Truro, Cornwall. Grampound Rd. 455. Specialists in used coaches. 906-479

**EIGHT** 1959 41-seater Duplex BEDFORD coaches, Leyland diesel engines.  
**ONE** 1961 A.E.C. 41-seater Duplex Britannia, fitted radio, heater and quarter lights, as new. Apply Muirhall Garage, Salisbury, By Motherwell. Phone, Salisbury 207. 907-4929

**1952** COMMER 29-seater coach, Harrington body, certificate of fitness September, 1962, excellent condition.  
**1955** BEDFORD 40-seater coach in very good condition throughout, £145. Terms.  
**PHILIP FOSTER**, 106 High St., Uxbridge. Phone 14292. 906-545

**1952** BEDFORD Duplex, 33 seats and courier, glass roof quarters, radio and heater, £975.  
**1949** Half cab, 33 seats, certificate of fitness 1963, sliding roofs and heater, £225.  
**WOULD** take car in part-exchange.

**WESLEY'S BLUEBELL GARAGE**, Stoke Goldington, Newport Pagnell, Bucks. Stoke Goldington 226. 906-368

**PEARL GARAGES, LTD.**  
**A.E.C.** 9.6 33-seater half-cab, 1949, certificate of fitness to 1963, £250.  
**A.E.C.** 9.6 33-seater, full-fronted, 1950, certificate of fitness to 1963.

**DENNIS** Lancet 35-seater half-cab, 1947, certificate of fitness to 1964, £365.  
**DENNIS** Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.  
**1950** Bedford Vesta 29-seater, 1949, certificate of fitness October, 1962.  
**ALL** ready to drive away.

**37 SOUTH EALING RD.**, London, W.5. Ealing 9046. 906-401

## Used Passenger Vehicles (contd.)

**1953** BEDFORD Burlingham 15-seater plus courier, maroon and red, heater, certified 1963. £1,150.  
**1951** A.E.C. Mark IV Burlingham 37-seater, maroon and red, heater, reclining seats, in course of reconditioning, £1,150.  
**1950** LEYLAND PS2, Whitson full-front 33-seater, blue, heater, certified 1964, £500.  
**ROYAL BLUE COACHES**, Pynchley, near Kettering, Northants. Phone, Broughton 244. 906-3770

### Unclassified Wanted

**WANTED**, good double-decker. Conway Hunt, Ltd., Box Rd., Ottershaw, Phone, Ottershaw 461, day and night. 906-521

## NEW PASSENGER VEHICLES

### AUSTIN

**P.S.V.** New AUSTIN 152 Keneconch 12-seater, list, £850.  
**THE FOLKESTONE MOTOR CO., LTD.** Phone, Folkestone 2244. 906-003

### BEDFORD

**COACHES AND COMPONENTS, LTD.**  
469-475 HOLLOWAY ROAD, LONDON, N.7.  
Phone, Archway 2647 (five lines).

**ARE** now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.  
**PART-EXCHANGES** and H.P. terms arranged to your satisfaction. 906-0778

**BEDFORD** 12-seater Kenetbus, Kenetbrake and Kenex Yeoman, long or short wheelbase available. City Motors, Botley Rd., Oxford 48024. 908-9966

### ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

#### HEAD OFFICE:—

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
Howard 1266.

**OFFER FROM STOCK** new BEDFORD PETROL OR DIESEL CHASSIS, DUPLX, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK, IN PRIMER.  
**FOR IMMEDIATE DELIVERY.**

### ARLINGTON MOTOR CO., LTD.

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### FORD THAMES

**A. SPRINGALL, LTD.**  
**IMMEDIATE** delivery of new THAMES with Duplex, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.

**A. SPRINGALL, LTD.**, Plumstead Common, S.E.18, Woolwich 5313. 906-317

### LAMBERTS OF KINGSTON, LTD.

MAIN FORD-DISTRIBUTORS.

**1961** Thames Duplex, one only in stock, part-exchanges and h.p. terms to your satisfaction. A full 24-hour service is available to all Thames operators.  
**140 LONDON RD.**, Kings-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Moseley 6949 after hours. 906-221

## New Passenger Vehicles (contd.)

### MILLBURN.

THE PASSENGER-VEHICLE SPECIALISTS.  
**TO COACH OPERATORS.**

**GIVE YOUR PASSENGER FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 60 41-SEATER DUPLX SUPER DE LUXE COACH, ALL FITTED WITH 2-SPEED AXLES, NEW-TYPE BRAKING.**

**WRITE, PHONE OR CALL**

**MILLBURN MOTORS, LTD.**

GLASGOW, BELLS 0073.  
LONGTON, LANCs. 3255-6.  
CARLISLE 25422.

**DEMONSTRATIONS AT ANY TIME OR PLACE DELIVERY IMMEDIATE AND EARLY SPRING**

**MILLBURN MOTORS (PRESTON), LTD.**

WALMER BRIDGE, LONGTON, PRESTON, LANCs. 906-067

**NEW** 1961 model FORD THAMES Duplex Yeoman 41-seater, fitted with walnut casing panels, marking lights, well mat, "K" moulding, heater, wheel duck, red moquette, finished in primer, painted and lettered to instructions, inspection invited. Part-exchange negotiated. Demonstration arranged.

**ARLINGTON-ALMA GARAGES (BRISTOL), LTD.**  
Mitchell Lane, Victoria St., Bristol, 1. Bristol 27061. 906-376

### ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

**OFFER** very early delivery of new Thames Burlingham Seagull 61 to customer's instructions. Top part-exchange allowance. Knightbridge Rd., Loughborough. Phone 4777; after office hours 3339. 906-181

**NEW** Thames coaches, immediate delivery. Phone, Dispatch Motors, Wat 4959. Order today and hand tomorrow. 906-466

### KARRIER

**KARRIER** Plaxton 14-seater luxury coach, diesel engine. Phone, Hither Green 4881. 906-592

### TROJAN

**WILLIAMS MOTOR CO. (MANCHESTER), LTD.**  
Immediate delivery of the TROJAN 13-seater bus and coach from stock.  
**EARLY** delivery of Yeates converted TROJAN 13-seater coach, limited number only.

**TRAFFORD ST.**, Deansgate, Manchester, 3. Phone, Dea 8781. 906-280

**NEW** and unregistered luxury coach for immediate delivery. Park Motors (Kingston), Ltd. 187-193 London Rd. Kingston, Surrey. Kingston 7610. 906-390

### VOLKSWAGEN

**EUROPEAN CARS, LTD.**, distributors for London Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. 906-741

## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### AMBULANCES

**AMBULANCES**, new and used, diesel and petrol, A.Dennis, Commer, Morris, Austin and Bedford. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 906-945

### ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

**CARRIMORE** close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.  
**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 222-882

**SCAMMELL** flat 15-ft. trailers, 5-ton capacity, from £65.  
**J. T. LEAVESLEY, LTD.**, Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 909-9914

**1956** AUSTIN diesel tractor, 8-ton 23-ft. 9-in. platform semi-trailer. Ferraris of Crickwood, Ltd., 200-220 Crickwood Broadway, N.W.2. Gladstone 2234-5-6-7. 906-111

**ALWAYS** a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.  
**RUSH GREEN MOTORS**, Langley, Hitchin. Herts. Stevenage 174. 906-228

**1959** B.M.C. Scammell tractor, 4625.  
**JOHN HUDSON**, Dorecaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 456, 457. 906-243

**1957**, November, BEDFORD D-type normal-control, 300 diesel, Scammell coupling, very clean vehicle, £375. Phone, Cop 4777 or 4713. 906-558

**BEDFORD** Scammell, semi-low-loader and two 16-ft. trailers, £400. 94 Woodhouse Rd., Sheffield. Phone 29139 and 399529. 906-576

### Miscellaneous Vehicles (contd.)

### CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS,  
SCAMMELL DISTRIBUTORS.

**NEW** SCAMMELL Scarab 3- and 6-ton, petrol or diesel, early delivery.  
**NEW** SCAMMELL 8-ton 23-ft. sided trailers, immediate delivery.

**SCAMMELL** 12-ton 25-ft. sided trailer.  
**USED** 3- and 6-ton SCAMMELL units.

**REMINGTON ST.**, City Rd., N.1. (Near Angel.) Clerkenwell 7456. 906-354

**1957** COMMER TS3 tractor with 25-ft. Hands 12-ton trailer, good condition all round, 8.25 x 20 14-ply tyres. R. Justice, Winter Close, Underwood, Notts. Phone, Langley Mill 3182. 906-511

**NEW** SCAMMELL Scarabs, favourable delivery.

**NEW** BEDFORD tractors available immediately.

**NEW** SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

**1957** BEDFORD-SCAMMELL 10-ton tractor, 350-cu.-in. engine, very clean.

**E. J. BAKER AND CO. (DORKING), LTD.**

DORKING 3822. 906-433

**1956** BEDFORD A model, Perkins P6 engine with B.T.C. trailer, £245, choice of two.

**1958** FORD Trader 60, fifth-wheel coupling, C. Russell, 155 Millbank St., Northam, Southampton 26590. 906-477

### Miscellaneous Vehicles (contd.)

**1946** SCAMMELL tractor fitted with new B.T.C. coupling and twin air line brakes. Walker Bros., Middleton Rd., Heysham, Lancs. Heysham 741. 906-290

### BOGIES

**FOR** sale, three dollies or bogies 15 tons, 9.00 x 20, 20 tons, 11.00 x 20; 30 tons, 12.00 x 20. Wyatt, Diss, Norfolk. 906-5999

**20-TON** capacity, fitted twin airline brakes, mounted four 12.00 x 20 tyres, ideal for transport of concrete beams, etc.  
**MERTON ENGINEERING CO., LTD.**, Fagus Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 906-338

### BREAKDOWN VEHICLES

**DIESEL** F.W.D. with winch and job, petrol, Bedford QL with winch, Chev. Utility 4 x 4. Phone, West Harptree 287. 906-8343

**A.E.C.** Diesel 6 x 6, recently reconditioned, fitted with heavy-duty A frame, would make excellent breakdown. Colnbrook 2741. 906-140

### CATTLE CONVEYORS AND HORSEBOXES

**AUSTIN** vans, ex Civil Defence, as new, ideal conveyors horse-box-cattle truck, £150. Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cummer 2359 Depot: Stanton Harcourt Road, Eynham, Oxon. 908-9975

**1959** Thames Trader 6-wheeler with a 23-ft. cattle body convertible to double deck for sheep. In really first-class order, this container can be removed and lorry used as a flat when required, £1,100.

**RUSH GREEN MOTORS**, Langley, Hitchin. Herts. Stevenage 174. 906-232

### Miscellaneous Vehicles (contd.)

**Cattle Conveyors and Horseboxes Wanted**  
**2-3** Horsebox or good-quality cattle truck on 30-cwt.-2-ton chassis, must be in good condition, low loader, not necessarily with side ramps. Full details and price to Box CM668, care of "The Commercial Motor".  
906-361

### ELECTRIC VEHICLES

**FOR** sale, two Victor electric 3-ton coal lorries. J. H. Rimmer and Sons, Ltd., Derby Rd., Southport.  
906-271

### ESTATE CARS AND UTILITIES

**1958** MORRIS Minor 1000 Traveller, one owner, 1955.  
**1954** Vanguard estate, one owner, in excellent condition, £295. Cavendish Motors, Cavendish Rd. N.W.6. Willenden 0046-8.  
906-316

### EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING,

CUNDEY AND STEWART, LTD.,

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.  
SPARES AND TYRES.

ALFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477. 906-704

**SWORDER (MOTORS), EXPORT, LTD.**, for all ex-W.D. trucks or spares, London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078.  
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**FOR** sale. Vehicles and spares.  
**M**OST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.  
**C**OMMERCIAL vehicles always required for dismantling.  
**S**END us your offers and requirements.

**MORGAN AND SON**, Waltham Chase, Southampton. Bishop's Waltham 133.  
906-868

**A.E.C.** Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.  
**H. ROLLASON**, Yorks Hill, Romsay, Hanley, Staffs. Phone, Braishfield 395.  
906-816

**MINISTRY** reconditioned Bedford 1-ton; 3.5-ton and 5-ton; 4 x 4 vehicles; Bedford tankers, 200-, 500- and 800-gallon; QL winch and tipper trucks; Austin K4 (twin rear); Austin vans (multiple shop, canner, horsebox, etc.); trailers, etc. Particulars from: Agricultural, 24 Third Acce Rise, Oxford. Cumner 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon.  
911-9976

**THREE** Wot6s, unregistered, ex-Ministry of Supply, £300 the lot. A. R. Lewis, 8-15 Farm St., Birmingham, 17. Phone, Northern 8933, Harborne 3935.  
906-195

**FOR** all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62.  
906-332

### INSULATED VANS

**SCAMMELL** 10-ton 23-ft. insulated box trailer in very good order, £450.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174.  
906-236

### JEEP

**M38**, Late type, hard and soft top, low mileage, ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166.  
906-437

**LUTON VANS AND PANTHECHNICS**  
**L**ET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £295. Two-year guarantee.  
**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Fooksray 6851.  
906-780

### ARLINGTON MOTOR CO., LTD.

**IMMEDIATE** delivery BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.  
**HIGH ROAD PONDERS END, ENFIELD, MIDD.**  
Howard 1266.

### ARLINGTON MOTOR CO., LTD.

**NEW** Hi-bulk Luton on Morris J2, 440 cu. ft., available ex stock, £702 10s. unregistered, £775 painted one colour, passenger seat and heater. Phone, Bishopsgate 3393.  
906-126

### H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

**AUSTIN** 5-ton forward-control chassis-cab, 5:1 diesel, now being fitted with a 1,250-cu.-capacity Luton body, drop well, walk-up tailboard, rear doors or sheets.  
**AUSTIN** 3-ton F.G. chassis-cab with petrol or diesel engines, complete with 1,075-cu.-capacity Luton bodies, drop well, no wheelchairs, walk-up tailboard.  
**AUSTIN** 152 18-cwt. chassis-cab with boxvan body, rear doors.  
**ALWAYS** a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

### H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.

Hillside 8822, ext. 22. 906-075

**1959**, December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. Dawmer Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382.  
906-129

### Miscellaneous Vehicles (contd.)

**FRANK PORTER, LTD.**, 77 London Rd., Derby. Phone, Derby 45561.

**1957** AUSTIN 5-ton Luton, 2,000 cu. ft., excellent condition throughout, choice of two, £1,600 each.

**1957** AUSTIN 4-ton Luton 1,300 cu. ft., 5.1-litre diesel fitted April, 1958, excellent condition throughout, choice of two, £1,300 each.

**1957** Model MORRIS diesel Luton van, 1,200 cu. ft., one C-licence owner only. L. H. Spring and Co., Ltd. Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7667.  
906-464

**1955** AUSTIN 3-ton Luton van, big bulk vehicle approximately 1,000 cu. ft., £375.

**WESSEX MOTORS, LTD.**, New St., Salisbury. Phone 3275-6.  
906-357

**DECEMBER**, 1957, Karrier Bantam 900-cu.-ft. Luton van, factory reconditioned engine, new batteries, brakes relined, good tyres, £550.

**OAKHORPE MOTOR CO.**, North Circular Rd., N.11. Fox Lane 0161.  
906-352

### Luton Vans and Panthechnics Wanted

**WANTED**, low-loader Luton van, over 1,000 cu. ft., 1955 and onwards under 4 tons. Phone, Seven Kings 1408.  
906-482

**WANTED**, 1951-60 panthechnics from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers, try us night and day. Greenwick 2033. Chandler's Motors, Ltd., 71 Greenwich South St., London, S.E.10.  
906-590

### MOBILE SHOPS, CANTEENS, ETC.

**SMITH'S** new Grocette, Cornettes and used Karrier Bantams from stock. Also used Commer diesel, Bedford, Fordson and Karrier Bantam, 1959-60 models and Morris. Lawton-Goodman, 135 Crickwood Road, W. N.W.2. Gladstone 2226.  
906-047

**AUSTIN** vans, ex-civil defence, as new condition, all-steel construction, fitted side door, windows, cupboards, lockers and racks, etc., ideal mobile shop or wholesale distributor. £150. Full details from: Agricultural Vehicles, 24 Third Acce Rise, Oxford. Cumner 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon.  
908-9977

**1956** Coachbuilt mobile shop on Austin 1½-ton chassis (petrol), 18,000 miles, sound mechanical condition throughout, excellent bodywork, completely equipped, can be seen in operation, £475. K. Hands, High North Tawton, Phone, North Tawton 242.  
906-038

**MOBILE** stores for sale on Commer 15-cwt. chassis, spacious alloy framed body with Fibreglass and aluminium panels, counter and glass fronted shelves, suitable for most trades. Commercial Vehicle Repairs (Tunstall), Ltd., High St., Tunstall, Stoke-on-Trent.  
906-x3825

### MUNICIPAL VEHICLES

**REFUSE** collection. One S model BEDFORD fitted with Eagle Compressor body and Paladin rear bin hoist; vehicle overhauled and offered for sale in first-class order, demonstrated by appointment.

**RICE ENGINEERING CO., LTD.**, 27 Coldharbour Lane, Camberwell, S.E.5.  
906-797

**COMMER**, with Perkins diesel engine, power-operated road sweeper, complete in first-class order, £275. Hawkins, Green St., Green, Dartford, Kent.  
905-423

### REFRIGERATED TRANSPORT

**1960**, July, BEDFORD diesel 3-ton insulated van, 5-ton insulation, 2,000 miles, as new, £1,100.

**PIRBRIGHT GARAGE**, Purbright Rd., S.W.18. Vandyke 6188.  
906-424

### TANK WAGONS

**LEYLAND** Comet, Albion, Dennis, Dodge, Bedford, Austin, 1,500-gal. 3-compartment spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343.  
906-600

**4,000**, 3,600, 2,000 spirit fuel and oil tankers available, immediate delivery; articulated or rigid, fitted with and without pumps, 6- or 4-wheel chassis and tanks, or chassis sold separately if required. Tanks all makes, to order.

**HATTER BROS.**, Austin Agents, of Grays. Phone, Purfleet 5489.  
906-159

**1,300**-GAL. 3-compartment AUSTIN chassis, choice of three, good runners and clean. Colnbrook 2741.  
906-139

**1957** ATKINSON 8-wheeler, fitted with new 3,600-gal. 2-compartment insulated fuel-oil tank.

**1957** ATKINSON 8-wheeler, fitted with new 4,000-gal. 5-compartment spirit-derv tank.

**NEW** and used articulated tankers always available.

**RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5.  
906-204

**1954** SCAMMELL articulated 3,600-gallon lagged tanker, single compartment, in good running order.

**1950** E.R.F. 1,800-gallon milk tanker, in good running order.

**1952** BEDFORD 1,200-gallon petrol tanker, choice of several, in very good order.

**ALSO** other tankers and tanks only in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174.  
906-236

**ONE** BEDFORD 2,000-gal. tanker articulated outfit, complete pump and hoses, ready for work.

**HAROLD ASTON, LTD.**, Langley, Nr. Birmingham. Broadwell 2317-8.  
906-505

**1954** Bedford-Scammell (diesel) with 2,000-gal. 4-compartment trailer with pump; choice of three.

**1956** B.M.C. 1,200-gal. spirit tanker, three compartments, with pump, immaculate condition.

**2,000**-GAL. 4-compartment spirit Scammell trailers.

**OVER** 30 Bedford, Austins and Fords, 800-gal., 1,000-1,200-gal. tankers in stock, suitable for spirit, paraffin or whey, with or without pumps.

**F. A. DOLMAN, LTD.**, 215 North Rd., Southend-on-Sea. Phone 43262.  
906-574

### TIPPING LORRIES

**SEPTEMBER**, 1958, COMMER 6-wheeler, Boys extension, twin-ram Pilot end gear, alloy floor, bulk tipping body, excellent order, £1,300.

**CHARLES WARNER, LTD.**, Wragley Rd., Lincoln. Phone, Lincoln 21727.  
906-241

### Miscellaneous Vehicles (contd.)

**1958** ATKINSON S.1586 8-wheel tipper, 61W. Pilot gear, 26-cu.-yd. body, automatic greaser, ready for work.

**1957** LEYLAND Comet medium wheelbase, 14-cu.-yd. wood body, reasonable price.

**1959** FORD tractor, rebuilt new cab, etc., steel body, repainted, £675.

### RYLAND GARAGE, LTD.

RYLAND STREET.

Off Broad Street.

BIRMINGHAM, 16.

Edgbaston 4501-5.

906-205

**1954** AUSTIN tipper, Perkins P6, large capacity aluminium body about 12 yards, 9.00 x 20 tyres, excellent condition, £360. L. W. Vass, Ltd., Amphill, Bedford. Amphill 3255.  
906-157

**1956** LEYLAND Octopus 8-wheel tipper, 30-cu.-yd. body, reconditioned throughout. Bryn Motors, Blackwood, Mon. Phone 2228.  
906-x3544

**E.R.F.** 8-wheel tipper for sale, alloy body, approx. mately 27-cu.-yd. capacity. Walker Bros. (Heyham), Ltd., Middleton Rd., Middleton, Morecambe. Phone, Heyham 743-4.  
906-9958

**6** BEDFORD A-type 2-wheelbase petrol tipper, £225 each. Ring Apex Motors, Ltd., Stourbridge 3131.  
906-114

**1960** BEDFORD 7-ton normal-control diesel 7-yd. tipper, 12,000 miles, £925.

**1960** BEDFORD 7-ton normal-control diesel 7-yd., 10,000 miles, only needs attention, £875.

**1960** FORD Trader 7-ton diesel short-wheelbase drop-side tipper, choice of three, Edbro and Anthony tipper, from £775.

**D**AWNIER MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382.  
906-131

**BEDFORD** tipper, petrol and diesel, good selection, 5-7 tons, 1954-60. Watson Bros. (Airdrie), Ltd., County Glasgow, H. St., Airdrie, Phone, Airdrie 2401-5.  
906-140

**1958** BEDFORD 5-ton tipper, 30,000 miles, new tyres, £575.

**WRAY PARK GARAGES**, Reigate, Surrey. Reigate 2263.

**1960**, November, COMMER 12-yd. medium-wheelbase tipper, negligible mileage, in first-class order, as new, £1,200.

**1960**, October, 10-yd. tipper, negligible mileage, as new, £1,200.

**1960**, September, BEDFORD 7-ton tipper, 300 engine, 2-speed axle, in excellent order, £850.

**1959** DODGE 6-wheel bulk tipper, Comet engine, 2-speed axle, Boys extension, power steering, a really first-class vehicle, one owner, moderate mileage, £1,450.

**A** Number of other good tipper in stock, 4-, 6- and 8-wheelers. Terms and exchanges.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.  
906-236

**C14** E.R.F. and GOF Vulcan, underfloor tipper, 12-ft. bodies, ideal for short journeys or site work.

**G. D. Poyser**, Warslow, Buxton. Harrington 907-xA3826

**NEW** BEDFORD 7-ton, all-steel body, diesel engine.

**NEW** BEDFORD 151-in.-wheelbase, diesel, twin-ram, all-steel body.

**ONE** or two normal-control 7-ton, mileages 1,000-2,000.

**BARTON MOTORS (PRESTON), LTD.**, Preston. Preston 4664.  
906-283

**1957** COMMER TS3 medium-wheelbase tipper, two for £800.

**1960** Trader short-wheelbase, steel bodies, choice of two, £775.

**1956** Clydesdale long-wheelbase tipper, Comet engine, £585.

**1955** LEYLAND Comet long-wheelbase tipper, £600.

**ALWAYS** 20 new tipper in stock, 24-hour service for Pilot and Edbro tipping gears and spares.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457.  
906-247

**A** SPRINGALL, LTD.

**1959** COMMER 6-wheel drop-side bulk tipper, air brakes, 3-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250. H.P. arranged by A Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313.  
906-319

**1957** 7-ton DODGE diesel tipper, very good condition, £575.

**COUNTY OAK SERVICE STATION, LTD.**, London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7.  
906-473

**OCTOBER**, 1957, BEDFORD diesel 7-ton U-shaped steel-bodied tipper, good condition, £450.

**1956** BEDFORD 6-ton long-wheelbase tipper, diesel, choice of two, £185 each.

**WALTER WALKER (ECCLESFIELD), LTD.**, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667.  
906-462

**1956** Normal-control Leyland Comet, fitted 12-ft. Pilot alloy bodies, 100 engines, 2-speed axle, nice condition, choice of three. R. Justice, Winter Clones, Underwood, Notts. Phone, Langley Mill 3182.  
906-513

**COMMER** 6-wheeled tipper, twin-ram Edbro gear, 5-speed box, air brakes, mileage 10,000, used only five months, whole machine as new.

**B.M.C.** Medium-wheelbase tipper, wood body, twin-ram Edbro gear, first registered in 1956 and well maintained.

**FOR** further details of these three outstanding machines contact

**GRANTHAM COMMERCIALS**, 97 Barrowby Rd., Grantham. Phone 133.  
906-507

**COMMER** TS3, £550, Commer fitted Perkins P6, Thornycroft tipper, £350; E.R.F. 5LB tipper, £325; Foden fitted Perkins P6 on new rear axle. A selection of Albion tipper from £200.

**THE RIVANCE GARAGES CO. (BRIGHOUSE)**, Wakefield Rd., Brighouse, Yorkshire. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077.  
906-509

**NEW** hydraulic tipper.

**DODGE** 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer. Kin 6136, Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames.  
906-415

**COMMER** 1955 TS3 (diesel) short-wheelbase chassis with alloy 7.8-cu.-yd. body and Telehoist gear, on good 9.00 x 20 tyres, helpers, one C user, very good throughout, £395. E.C.E. Motors (Wimborne), 30, 508 Kingston Rd., S.W.20. Phones, Malden 5342 and Chertwood 4568.  
906-450

## Miscellaneous Vehicles (contd.)

### Tipping Lorries Wanted

**WANTED**, BEDFORD A-type petrol or diesel-engined short-wheelbase lorry, with or without body. Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234. 912-9975

**TS3**, 4-wheel, 16-ft. alloy body, 4-ft. sides an advantage, chassis sub-frame and twin-gear axle a necessity, year, unladen weight, condition, price. Derek Row, Marazion, Cornwall. 906-KB3508

### TRACTORS

**1957** DODGE 12-ton tractor with 22-ft. Carrimore drop-sided trailer, fifth wheel, new R6 engine, unladen weight 6 tons 3 cwt., available shortly. £875 152 Hoe St., E17 Cop 7202. 906-9954

### RYLAND GARAGE, LTD.

**1959**, October, B.M.C. 5.1 diesel, 7-ft. 3-in. wheel-base 12-ton heavy-duty unit, 8.25 x 20 tyres, high wheel, low mileage, £790; choice of two.

**1957** ATKINSON 1745, Gardner SLW 12-14-ton tractor, fifth wheel, vacuum brakes.

**NEW** TK BEDFORD-SCAMMELL, 300 Bedford diesel engine, immediate delivery.

**NEW** SEDDON, SLW Gardner, fifth wheel, chassis and cab, air brakes.

### RYLAND GARAGE, LTD.

RYLAND STREET,  
Off Broad Street,  
BIRMINGHAM, 16.  
Edgbaston 4501-5. 906-206

### COX AND CO. (LEEDS), LTD.

OFFER THE FOLLOWING USED VEHICLE:

**1954** COMMOR 10-ton tractor "Superpole" (reconditioned) P6 diesel engine carrying 12 months' warranty, Eaton 2-speed axle, two 21-ft. platform semi-trailers and tippler body with power gear to fit tractor.

### RECENT STREET,

LEEDS, 2.  
Phone 31914 (6 lines). 906-339

**1958** BEDFORD-SCAMMELL tractor unit, with Bedford diesel engine, complete with 23-ft. Scammell flat platform trailer, in very good condition. £775

**1956** DODGE P6 tractor unit with 20-ft. flat-platform trailer, £445.

**HAREWOOD GARAGE**, Thornaby-on-Tees. Phone, Stockton-on-Tees 65181. 906-278

### Tractors Wanted

**TWO** 10-12-ton tractor units and four 10-12-ton platform trailers urgently required, vehicles must be in good condition.

**COOMBS COMMERCIALS (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 906-552

**WANTED**, several late-type Carrier Ramam diesel or petrol articulated units, all offers considered. Box CM0610, care of "The Commercial Motor". 906-448

### TRAILERS

**CARRIMORE**, A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works North Finchley, N.12. Hillside 3631-2-3-4. 222-883

### E.C.G. TRAILERS, LTD.

**HUNDREDS** of reconditioned trailers of all types always in stock.

**NEW** trailers, any pick-up, immediate delivery.

**YOUR** short or damaged trailer rebuilt as new.

**96** HACKFORD RD., S.W.9. Tel 3852-3. 911-9369

**TRAILER** Dollies, various size types, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Amptill Bedford. Amptill 325. 222-962

**DYSON** super trailers and semi-trailers.

**T**HE best of haul investments.

**R. A. DYSON AND CO. LTD.**, 76-80 Grafton St. Liverpool, 18. Phone, Royal 8434. Grims. 222-829

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SCAMMELL** trailers, 3-ton, 6-ton, 8-ton. 222-912

## Miscellaneous Vehicles (contd.)

### WHALEBONE MOTORS, LTD.

**1958** BEDFORD Comet with low-loading trailer, knock-out axle, S.A.E. coupling, 18-ft. well, good throughout, £1,250.

**E.R.F.** Unit, with Tasker low-loading trailer, 15-ft. well, 12.00 x 20 tyre equipment, knock-out axle, cheap.

### WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,  
CHADWELL HEATH, ESSEX.  
Phone, Seven Kings 5282. 906-429

**OVER** 200 used trailers in stock from 5 cwt. to 25 tons, capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechtrons, and special types.

**RUSH GREEN MOTORS**, Langley, Hitchin. Herts. 222-895

**TASKERS** trailers and semi-trailers. For every type of load between 8 cwt. and 35 tons.

**SUITABLE** for most kinds of prime mover. Land Rover vans and cars.

**FIFTH-WHEEL** Taskers D-S automatic or mechanical horse couplings.

**TRAILERS** now in stock include: 10-, 12- and 14-ton Super Straights S.A.E. 10- and 12-ton straight frames (D-S), 15-ton Twin-deck, 10-, 12-, 16- and 20-ton drop frames, 14-ton step-frame low-loader, 12-ton rear steering PV semi-trailer, 3- and 5-ton 4-wheelers.

**FULLY** illustrated leaflets on request.

**TASKERS OF ANDOVER (1932), LTD.**, Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex".

**LONDON** office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester Office: 26 Corporation St. Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 222-811

### ARLINGTON MOTOR CO., LTD.

**NEW** York Freightmaster, 26-ft.-long alloy boxvan, S.A.E. coupling.

**HIGH ROAD, PONDERS END, ENFIELD, MIDD.**  
Howard 1266. 906-070

**B.T.C.** Four-in-line semi-trailer, 900 x 20 14-ply brakes, 15 tons, 26 ft. long, vacuum and air.

**ROY THURSH (AUTO-TRUC), LTD.**, Ringwood Rd., Parkstone, Poole. Phone, Parkstone 383. 907-9947

**LARGE** selection of new and low-loading used 2-wheel trailers, 4 cwt. to 30 cwt., at reduced prices; also used 13-ft., 25-ft. platform trailer. Lawton-Goodman, 135 Cluckwood Broadway, N.W.2. Gladstone 2226. 906-046

**MERRIWORTH** trailers, Midland distributors, Mortons Garage, Ltd., Coventry 53354. 906-081

**60-80-TON** Rodgers, full semi-low-loading trailer, photograph supplied, excellent condition, £1,400. H.B.H. Motors, Colnbrook 2741. 906-142

**IMMEDIATE** delivery of

**B.T.C.** 15-ton four-in-line trailer.

**SCAMMELL** 12-ton 25-ft. platform or sided semi-trailers.

**BARNARDS**, Stowmarket, Phone 621 (five lines). 906-079

### BROWNHILLS MOTOR SALES.

**NEW** Scammell 12-ton 25-ft. trailers, Scammell coupling, ex stock.

**NEW** Scammell 12- and 14-ton 25-ft. trailers, fifth wheel.

### BROWNHILLS MOTOR SALES.

WATLING STREET (A5),  
BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 906-189

**B.T.C.** 12-ton 4-in-line trailers, 24-ft. platform bodies in first-class order, choice of three.

**DYSON** 16-ton tandem axle trailers with bulk bodies, choice of four.

**SCAMMELL** 16 ft., 18 ft., 20 ft., 23 ft., 25 ft. and 30 ft. in stock in good order.

**ALSO** all S.A.E. pin types, 22 ft. to 26 ft. in stock, all at reasonable prices.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. R Stevenage 174. 906-234

**20-TON** low-loading machinery trailer, knock-out axles.

**SCAMMELL** trailers, all lengths, 16 ft. to 25 ft., also other leading makes of drawbar or semi-trailers.

**JACKIRBY AND CO.**, Mayhills Farm, Ripple Rd., Barking, Essex. Dominion 5581. 906-369

## SPARE PARTS AND SUPPLIES

### A.E.C.

**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-965

**USED** UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 222-649

**RECONDITIONED** A.E.C. 7.7 engine, complete with accessories, £170. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255-6. 222-998

**A.E.C.**, All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. 222-681

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SPARES** for most types available. 222-913

### Spare Parts and Supplies (contd.)

**S. HUGHES (COMMERCIAL), LTD.**, Lodge Garage, Whitehall Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. 222-633

**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. 222-940

**NEW** reconditioned transfer boxes for Matador, new injector pumps, Cuney and Stewart, Ltd., Alfreton, Derbys. Leabrooks 477. 222-668

**COMMERCIAL VEHICLE SPARES (MORLEY), LTD.**, 78 Scotchman Lane, Morley. Phone, Morley 1847. 906-785

### ALBION

**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-966

## Miscellaneous Vehicles (contd.)

**NEW** Scammell trailers.

**USED** Tasker 8-ton step-frame.

**INQUIRIES** to:—

**E. J. BAKER AND CO. (DORKING), LTD.**,  
DORKING 3822. 906-418

### WALTON MOTORS. WALTON MOTORS

**£295**, 24-ft. 12-ton Tasker articulated trailer, fitted with B.T.C. hitch.

**£325**, 23-ft. 10-ton Scammell trailer, 9.00 x 20 tyres.

**£175**, 20-ft. 8-ton Scammell trailer.

**£100**, 18-ft. Crane drawbar trailer.

**£90**, 16-ft. Hands drawbar trailer, fitted with air brakes.

**WALTON MOTORS**, 255 Walton Lane, Liverpool, 4. Amptree 1873. 906-264

**TWO** 12-ton York treble-drop-side, S.A.E. coupling, 9.00 x 20 tyres, 25 ft. long, £450 each.

**TWO** similar, 27 ft. long, all 18 months old, £475 each.

**CHARLES WARNER, LTD.**, Wragby Rd., Lincoln. Phone, Lincoln 27127. 906-240

**DYSON** 24-ft. alloy platform, 9.00 x 20 tyres, 10-stud wheels, r/w landing gear, twin air brakes, £475.

**15-TON** four-in-line, £1,018.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 906-249

**HANDS** trailer, fifth-wheel coupling, fitted pantechtronic body, approximately 2,000 cu. ft., only six months since new, beautiful condition, Clerke, Walwyn, Herts, 4470. 906-3852

**25-FT** new 11-ton trailer, Scammell coupling, 9.00 x 20 tyres, £425. Cameron Garages, rear of 180-186 Park View Rd., Welton, Kent. Bexleyheath 1747. 908-9990

### Trailers Wanted

**WANTED**, articulated low-loader trailer to carry D4 dozer. Lawrence, Alfreton, Derbys. Phone 505. 906-184

### WANTED.

SEMI- OR 4-WHEELED TRAILERS

BY

**GEORGE HOOPER AND CO. LTD.**

TIMBER IMPORTERS.

BRIDGWATER, SOMERSET.

**APPROXIMATELY 8 TONS CAPACITY, STRAIGHT FRAME OR LOW-LOADERS, SUITABLE FOR FIFTH WHEEL OR DRAWBAR COUPLING, ON 8.25 X 10 OR 7.50 X 20 TYRES.**

WRITE, CALL OR PHONE.

**BRIDGWATER 2675.** 907-9985

**WANTED**, one 4-5-ton drop-frame trailer with knock-out axle 16- to 17-ft. well, Scammell or similar type coupling. Walkers Motors and Engineering Co., Ltd., Rockingham Rd., Market Harborough. Phone 2965. 906-517

**WANTED** two-three 16-ft. drop-side semi-trailers for Hands J-type coupling, or Scammell might do. Write Box CM069, care of "The Commercial Motor". 906-447

### TRAILER UNDERCARRIAGES

**DAVIES**, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares London Rd. Ware, Herts. Ware 488. 222-736

**SERVICE-EXCHANGE** Scammell couplings immediate delivery. Merriworth Engineering, Ltd., London Rd. Stone, Darford, Kent. DA2 1171-4. 222-764

### TRANSPORTERS

**1958** GUY Warrior long-wheelbase, fitted with special body and single-steer cab for transporting stockwork, Gardner 41W engine, 10.00 x 20 tyres, all in excellent condition air brakes, cost £3,000 when new, bargain, £1,250.

**COX'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 906-085

**MACHINERY/PLANT** transporter, Tasker 16-ton articulated coupled Commer 22A horse, complete with landing skids, winch and extra spare horse, good tyres and in excellent going order. Parfitt Plant, Ltd., 62-72 High St., Cheshunt, Herts. Phone, Waltham Cross 23496 or 24913. 906-3828

### Spare Parts and Supplies (contd.)

**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. 222-940

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SPARES** for most types available. 222-914

**S. HUGHES (COMMERCIAL), LTD.**, Lodge Garage, Whitehall Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. 222-634

### ATKINSON

**USED** UNITS, Whitefield, Burnley (phone 2262). Dismantling 4-, 6- and 8-wheelers, all models. 222-777



### Miscellaneous Vehicles (contd.)

**Cattle Conveyors and Horseboxes Wanted**  
**2-3** Horsebox or good-quality cattle truck on 30-cwt.-2-ton chassis, must be in good condition, low loader, not necessarily with side ramps. Full details and price to Box C34068, care of "The Commercial Motor," 906-361

### ELECTRIC VEHICLES

**F**OR sale, two Victor electric 3-ton coal lorries, J. H. Rimmer and Sons, Ltd., Derby Rd., Southport. 906-271

### ESTATE CARS AND UTILITIES

**1958** MORRIS Minor 1000 Traveller, one owner, £525.  
**1954** Vanguard estate, one owner, in excellent condition, £295. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0048-8. 906-316

### EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING.

**CUNDEY AND STEWART, L.**

DEALERS AND DISMANTLERS OF

**EX-W.D. VEHICLES ONLY.**

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES. SPARES AND TYRES.

**ALFRETON, DERBYSHIRE**

PHONE, LEABROOKS 477. 906-704

**SWORDER (MOTORS), EXPORT, LTD.** for all ex-W.D. trucks or spares. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 222-933

**F**OR sale. Vehicles and spares.  
**M**OST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.  
**C**OMMERCIAL vehicles always required for dismantling.  
**S**END us your offers and requirements.

**C** MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. 222-868

**A.E.C.** Albion, Austin, Bedford, F.W.D., Maudslays. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres. H. ROLLASON, Yorkford Hill, Komesy, Hanis, J. Phone, Braishfield 395. 222-816

**M**INISTRY reconditioned Bedford 1-ton; 3.5-ton and 4-ton and 4 x 4 vehicles; Bedford tankers, 200-, 500- and 800-gallon; QL winch and tipper trucks; Austin K4 (twin rear); Austin vans (mobile shop, canner, horsebox, etc.); trailers, etc. Particulars from: Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynham, Oxon. 911-9976

**THREE** Weybys, unregistered, ex-Ministry of Supply, £300 the lot. A. R. Lewis, 8-15 Farm St., Birmingham, 17. Phone, Northern 8933, Harborne 3935. 906-195

**F**OR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 906-332

### INSULATED VANS

**SCAMMELL** 10-ton 23-ft. insulated box trailer in very good order, £450.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 906-236

### JEEP

**M38**, late type, hard and soft top, low mileage, ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 906-437

**LUTON VANS AND PANTTECHNICS**  
**L**ET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,300 cu. ft., prices from £295. Two-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 222-780

**ARLINGTON MOTOR CO. L.**

**I**MMEDIATE delivery BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

**HIGH ROAD PONDERS END, ENFIELD, MIDD.** Howard 1266. 906-069

**ARLINGTON MOTOR CO. L.**

**N**EW Hi-bulk Luton on Morris J2, 440 cu. ft., available ex stock, £702 10s, unpainted, £775 painted one colour, passenger seat and heater. Phone, Bishopgate 3393. 906-126

**H. A. S. SAUNDERS, L. D.**

**A**USTIN 5-ton forward-control chassis-cab, 5:1 diesel, now being fitted with a 1,250-cu.-capacity Luton body, drop well, walk-up tailboard, rear doors or sheets.

**A**USTIN 3-ton F.G. chassis-cab with petrol or diesel engines, complete with 1,075-cu.-capacity Luton bodies, drop well, no wheelboxes, walk-up tailboard.

**A**USTIN 152 18-cwt. chassis-cab with boxvan body, rear doors.

**A**LWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

**H. A. S. SAUNDERS, L. D.**

836 HIGH ROAD, FINCHLEY, N.12. Hillside 8822, ext. 22. 906-075

**1959**, December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. Danner Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382. 906-129

856

### Miscellaneous Vehicles (contd.)

**FRANK PORTER, LTD.**, 77 London Rd., Derby. Phone, Derby 45561.

**1957** AUSTIN 5-ton Luton, 2,000 cu. ft., excellent condition throughout, choice of two, £1,600 each.

**1957** AUSTIN 4-ton Luton 1,300 cu. ft., 5.1-litre diesel fitted April, 1958, excellent condition throughout, choice of two, £1,300 each.

**1957** Model MORRIS diesel Luton van, 1,200 cu. ft., one C-licence owner only, L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ewell 7667. 906-464

**1955** AUSTIN 3-ton Luton van, big bulk vehicle approximately 1,000 cu. ft., £375.

**WESSEX MOTORS, LTD.**, New St., Salisbury. Phone 3273-6. 906-357

**DECEMBER**, 1957, Karrier Bantam 900-cu.-ft. Luton van, factory reconditioned engine, new batteries, brakes relined, good tyres, £550.

**OAKTHORPE MOTOR CO.**, North Circular Rd., N.13. Fox Lane 0161. 906-352

### Luton Vans and Panttechnics Wanted

**W**ANTED, low-loader Luton van, over 1,000 cu. ft., 1955 and onwards under 4 tons. Phone, Seven Kings 1408. 906-482

**W**ANTED, 1951-60 panttechnics from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers, try us night and day. Greenwich 2053. Chandler's Motors, Ltd., 71 Greenwich South St., London, S.E.10. 906-590

### MOBILE SHOPS, CANTEENS, ETC.

**S**MITH'S new Groccerette, Cornettes and used Karrier Bantams from stock. Also used Commer diesel, Bedford, Fordson and Karrier Bantam, 1959-60 models and Morris. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 906-047

**A**USTIN vans, ex-civil defence, as new condition, all-steel construction, fitted side door, windows, cupboards, lockers and racks, etc., ideal mobile shop or wholesale distribution price, £150. Full details from: Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynham, Oxon. 908-9977

**1956** Coachbuilt mobile shop on Austin 12-ton chassis (petrol), 18,000 miles, sound mechanical condition throughout, excellent bodywork, completely equipped, can be seen in operation, £475. K. Hands, High St., North Tawton, Devon, Dartford 242. 906-038

**M**OBILE stores for sale on Commer 15-cwt. chassis, spacious alloy framed body with fibreglass and aluminium panels, counter and glass fronted shelves, suitable for most trades. Commercial Vehicle Repairs (Tunstall), Ltd., High St., Tunstall, Stoke-on-Trent. 906-3825

### MUNICIPAL VEHICLES

**R**EFUSE collection. One S model BEDFORD fitted with Eagle Compressor body and Paladin rear bin hoist; vehicle overhauled and offered for sale in first-class order, demonstration by appointment.

**RICE ENGINEERING CO., LTD.**, 27 Coldharbour Lane, Camberwell, S.E.5. 222-797

**C**OMMER, with Perkins diesel engine, power-operated road sweeper, complete in first-class order, £275. Hawkins, Green St., Green, Dartford, Kent. 905-423

### REFRIGERATED TRANSPORT

**1960**, July, BEDFORD diesel 3-ton insulated van, 5-in. insulation, 2,000 miles, as new, £1,100.

**PIRBRIGHT GARAGE**, Pribright Rd., S.W.18. Vandyke 6188. 906-424

### TANK WAGONS

**L**EYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500-gal. and 1,200-gal. spirit tankers in large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors. All types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-600

**4,000** 3,600, 2,000 spirit fuel and oil tankers available, immediate delivery; articulated or rigid, new and second-hand, 6- or 4-wheel chassis and tanks, or chassis sold separately if required. Tanks all makes, to order.

**HATTER BROS.**, Austin Agents, of Grays. Phone, Purfleet 5483. 906-159

**1,300** GAL. 3-compartment AUSTIN chassis, choice of three, good runners and clean. Coinbrook 2741. 906-139

**1957** ATKINSON 8-wheeler, fitted with new 3,600-gal. 2-compartment lagged fuel-oil tank.

**1957** ATKINSON 8-wheeler, fitted with new 4,900-gal. 5-compartment spirit-derv tank.

**N**EW and used articulated tankers always available.

**R**YLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 906-204

**1954** SCAMMELL articulated 3,600-gallon lagged tanker, single compartment, in good running order.

**1950** E.R.F. 1,800-gallon milk tanker, in good running order.

**1952** BEDFORD 1,200-gallon petrol tanker, choice of several, in very good order.

**A**LSO other tankers and tanks only in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 906-237

**O**NE BEDFORD 2,000-gal. tanker articulated outfit, complete pump and hoses, ready for work.

**HAROLD ASTON, LTD.**, Langley, Nr. Birmingham. Broadwell 2317-8. 906-505

**1954** Bedford-Scammell (diesel) with 2,000-gal. 4-compartment trailer with pump; choice of three.

**1956** B.M.C. 1,200-gal. spirit tanker, three compartments, with pump, immaculate condition.

**2,000** GAL. 4-compartment spirit Scammell trailers.

**O**VER 30 Bedford, Austins and Fords, 800-gal., 1,000-1,200-gal. tankers in stock, suitable for spirit, paraffin or whey, with or without pumps.

**F. A. DOLMAN, LTD.**, 215 North Rd., Southend-on-Sea. Phone 43262. 906-574

### TIPPING LORRIES

**S**EPTEMBER, 1958, COMMER 6-wheeler, Boys extension, twin-ram Pilot and gear, alloy floor, bulk tipping body, excellent motor, £1,300.

**C**HARLES WARNER, LTD., Wragley Rd., Lincoln. Phone, Lincoln 21727. 906-241

### Miscellaneous Vehicles (contd.)

**1958** ATKINSON S.1586 8-wheel tipper, 61W. Pilot gear, 26-cu.-yd. body, automatic greaser, ready for work.

**1957** LEYLAND Comet medium wheelbase, 14-cu.-yd. wood body, reasonable price.

**1959** FORD tractor, rebuilt new cab, etc., steel body, repainted, £875.

### RYLAND GARAGE, LTD.

RYLAND STREET, Off Broad Street, BIRMINGHAM, 16. Edgbaston 4501-5. 906-205

**1954** AUSTIN tipper, Perkins P6, large capacity aluminium body about 13 yards, 9.00 x 20 tyres, excellent condition, £360. L. W. Vass, Ltd., Amphill, Bedford. Amphill 3255. 222-822

**1956** LEYLAND Octopus 8-wheel tipper, 30-cu.-yd. body, reconditioned throughout. Bryl Motors, Blackwood, Mon. Phone 2228. 906-3354

**E.R.F.** 8-wheel tipper for sale, alloy body, approximately 27-cu.-yd. capacity. Walker Bros. (Heysham), Ltd., Middleton Rd., Middleton, Morecambe. Phone, Heysham 743-4. 906-9958

**6** BEDFORD A-type 2-wheelbase petrol tippers, £225 each. Ring Apex Motors, Ltd. Sloughbridge 3131. 906-114

**1960** BEDFORD 7-ton normal-control diesel 7-yd. tipper, 12,000 miles, £925.

**1960** BEDFORD 7-ton normal-control diesel 7-yd., 10,000 miles, only needs attention, £675.

**1960** FORD Trader 7-ton diesel short-wheelbase drop-side tipper, choice of three, Edbro and Anthony tippers, from £775.

**D**EWELL MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 906-131

**B**EDFORD tippers, petrol and diesel, good selection, 5-7 tons, 1954-60. Watson Bros. (Airdrie), Ltd., County Garage, High St., Airdrie. Phone, Airdrie 2401-5. 906-049

**1958** BEDFORD 5-ton tipper, 30,000 miles, new tyres, £575.

**W**RAY PARK GARAGES, Reigate, Surrey. Reigate 2263. 906-157

**1960**, November, COMMER 12-yd. medium wheelbase tipper, negligible mileage, in first-class order, as new, £1,200.

**1960**, October, 10-yd. tipper, negligible mileage, as new, £1,200.

**1960**, September, BEDFORD 7-ton tipper, 300 engine, 2-speed axle, in excellent order, £850.

**1959** DODGE 6-wheel bulk tipper, Comet engine, 2-speed axle, Boys extension, power steering, a really first-class vehicle, one owner, moderate mileage, £1,450.

**A** Number of other good tippers in stock, 4-, 6- and 8-wheelers. Terms and exchanges.

**R** STEVENAGE 174. 906-233

**C**14 E.R.F. and 7GF Vulcan, underfloor tippers, 12-ft. bodies, ideal for short journeys or site work.

**G** D. Poyser, Warslow, Buxton. Harrington 907-3A3826

**N**EW BEDFORD 7-ton, all-steel body, diesel engine.

**N**EW BEDFORD 151-in.-wheelbase, diesel, twin-ram, all-steel body.

**O**NE or two normal-control 7-ton, mileages 1,000-2,000.

**B**ARTON MOTORS (PRESTON), L. D., PRESTON. Preston 4664. 906-283

**1957** COMMER TS3s medium-wheelbase tippers, two for £800.

**1960** Trader short-wheelbase, steel bodies, choice of two, £775.

**1956** Clydesdale long-wheelbase tipper, Comet engine, £585.

**1955** LEYLAND Comet long-wheelbase tipper, £600.

**A**LWAYS 20 new tippers in stock, 24-hour service for Pilot and Edbro tipping gears and spares.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 562, 456, 457. 906-247

**A** SPRINGALL, LTD.

**1959** COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £12,500. H. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5311. 906-319

**1957** 7-ton DODGE diesel tipper, very good condition, £575.

**C**OUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7. 906-473

**O**CTOBER, 1957, BEDFORD diesel 7-ton U-shaped body-tipped tipper, good condition, £450.

**1956** BEDFORD 6-ton long-wheelbase tipper, diesel, choice of two, £185 each.

**W**ALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 906-462

**1956** Normal-control Leyland Comet fitted 12-ft. Pilot alloy bodies, 100 engines, 2-speed axle, nice condition, choice of three. R. Justice, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 906-513

**C**OMMER 6-wheeler tipper, twin-ram Edbro gear, 5-speed box, air braking, mileage 10,000, used only five months, whole machine as new.

**B.M.C.** Medium-wheelbase tipper, wood body, twin-ram Edbro gear, first registered in 1956 and well maintained.

**F**OR further details of these three outstanding machines contact

**GRANTHAM COMMERCIALS**, 97 Barrowby Rd., Grantham. Phone 133. 906-507

**COMMER TS3**, £550, Commer fitted Perkins P6, Thorneycroft tipper, £350, E.R.F. 51B tipper, £325. Foden fitted Perkins P6 on new rear axle. A selection of Albion tippers from £200.

**T**HE RELIANCE GARAGES CO. (BRIGHOUSE), Wakefield Rd., Brighouse, Yorkshire. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077. 906-509

**N**EW hydraulic tipper.

**D**ODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 906-415

**C**OMMER 1955 TS3 (diesel) short-wheelbase chassis with alloy 7.8-cu.-yd. body and Telechoic gear, on good 9.00 x 20 tyres, helpers, one C user, very good throughout, £805. Mr. E. M. O'Connell, 2306-508 Kingston Rd., S.W.20. Phones, Malden 5342 and Cherrywood 4568. 906-450

## Miscellaneous Vehicles (contd.)

### Tipping Lorries Wanted

**WANTED**, BEDFORD A-type petrol- or diesel-engined short-wheelbase tippers, with or without bodies. Enquiries (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234. 912-9975

**TS3**, 4-wheel, 16-ft. alloy body, 4-ft. sides an advantage, chassis sub-frame and twin-ram gear a new, easy, year, unladen weight, condition, price. Derek Row, Marazion, Cornwall. 906-KB3508

### TRACTORS

**1957 DODGE** 12-ton tractor with 22-ft. Carrimore drop-sided trailer, fifth wheel, new R6 engine, unladen weight 6 tons 3 cwt., available shortly. £875 152 Hoe St., E17 Cop 7202. 906-9954

### RYLAND GARAGE, LTD.

October, B.M.C. 5.1 diesel, 7-ft. 3-in. wheelbase 12-ton heavy-duty unit, 8.25 x 20 tyres, 100 mi. range, £750; choice of two.

**1957 DODGE** 12-ton tractor, fifth wheel, vacuum brakes. Enquire immediately delivery.

**NEW TK BEDFORD-SCAMMELL**, 300 Bedford diesel engine, immediate delivery.

**NEW SEDDON**, SLW Gardner, fifth wheel, chassis and cab, air brakes.

### RYLAND GARAGE, LTD.

Off Broad Street,  
BIRMINGHAM, 16.  
Edgbaston 4501-5. 906-206

### COX AND CO. (LEEDS), LTD.

OFFER THE FOLLOWING USED VEHICLE:

**1954 COMMER** 10-ton tractor "Superpose" (reconditioned) P6 diesel engine carrying 12 months' warranty. Eaton 2-speed axle, two 21-ft. platform semi-trailers and tipping body with power gear to fit tractor.

### REGENCY STREET,

LEEDS, 2.  
Phone 31914 (6 lines). 906-339

**1958 BEDFORD-SCAMMELL** tractor unit, with Bedford diesel engine, complete with 21-ft. Scammell flat platform trailer, in very good condition, £175.

**1956 DODGE** P6 tractor unit with 20-ft. flat-platform trailer, £445.

**HAREWOOD GARAGE**, Thornaby-on-Tees. Phone, Stockton-on-Tees 65181. 906-278

### Tractors Wanted

**TWO** 10-12-ton tractor units and four 10-12-ton platform trailers urgently required. Leyland, Dodge or Bedford diesel preferred, vehicles must be in good condition.

**COOMBS COMMERCIALS (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 906-552

**WANTED**, several late-type Carrier Baniam diesel or petrol articulated units, all offers considered. Box CM0610, care of "The Commercial Motor". 906-448

### TRAILERS

**CARRIMORE**, A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works North Finchley, N.12. Hillside 3631-2-3-4. 222-883

### E.C.G. TRAILERS, LTD.

**HUNDREDS** of reconditioned trailers of all types always in stock.

**NEW** trailers, any pick-up, immediate delivery.

**YOUR** short or damaged trailer rebuilt as new.

**96 HACKFORD RD.**, S.W.9. Tel 3852-3 911-9169

**TRAILER** Dollies, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Amophill Bedford. Amophill 325. 222-962

**DYSON** super trailers and semi-trailers.

**T**HE best of haul investments.

**R. A. DYSON AND CO., LTD.**, 76-80 Grafton St. Liverpool, 18. Phone, Royal 8434. Grams, "Laminon, Liverpool". 222-829

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SCAMMELL** trailers, 3-ton, 6-ton, 8-ton. 222-912

## Miscellaneous Vehicles (contd.)

### WHALEBONE MOTORS, LTD.

**1958 BEDFORD** Comet with low-loading trailer knock-out axle, S.A.E. coupling, 18-ft. well, good throughout, £1,250.

**E.R.F.** Unit, with Tasker low-loading trailer, 15-ft. well, 12.00 x 20 tyre equipment, knock-out axle, cheap.

### WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,  
CHADWELL HEATH, ESSEX.  
Phone, Seven Kings 5282. 906-429

**OVER 200** used trailers in stock from 5 cwt. to 25 tons, capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechicons, and special types.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 222-895

**TASKERS** trailers and semi-trailers. For every type of load between 8 cwt. and 35 tons.

**SUITABLE** for most kinds of prime mover. Land Rover vans and cars.

**FIFTH-WHEEL**, Taskers D-S automatic or mechanical horse couplings.

**TRAILERS** now in stock include: 10-, 12- and 14-ton Super Straights (S.A.E.), 10- and 12-ton straight frames (D-S), 15-ton Twinside, 10-, 12-, 16- and 20-ton drop frames, 14-ton step-frame low-loader, 12-ton rear steering PV semi-trailer, 3- and 4-ton 4-wheelers.

**FULLY** illustrated leaflets on request.

**TASKERS OF ANDOVER (1932), LTD.**, Head Office and Works Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex".

**LONDON** office: 36 Victoria St., S.W.1. Phone, Abbey 12302. Manchester Office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 222-811

### ARLINGTON MOTOR CO., LTD.

**NEW** York Freightmaster, 26-ft.-long alloy boxvan, S.A.E. coupling.

**HIGH ROAD**, PONDERS END, ENFIELD, MIDDLESEX. Howard 1266. 906-070

**B.T.C.** Four-in-line semi-trailer, 900 x 20 14-ply tyres, 15 tons, 26 ft. long, vacuum and air brakes.

**ROY THURSH (AUTO-TRUCK), LTD.**, Ringwood Rd., Parkstone, Poole. Phone, Parkstone 383. 907-9947

**LARGE** selection of new and low-loading used 2-wheel trailers, 4 cwt. to 30 cwt., at reduced prices; also used 13-ft., 25-ft. platform trailer. Lawton-Goodman, 135 Crickwood Roadway, N.W.2. Gidstone 2226. 906-046

**MERRIWORTH** trailers, Midland distributors, Mortons Garages, Ltd., Coventry 53354. 906-081

**60-80-TON** Roadsters full semi-low-loading trailer, photograph supplied, excellent condition, £1,400. H.B.H. Motors, Colnbrook 2741. 906-142

**IMMEDIATE** delivery of

**B.T.C.** 15-ton four-in-line trailer.

**SCAMMELL** 12-ton 25-ft. platform or sided semi-trailers.

**BARNARDS**, Stowmarket. Phone 621 (five lines). 906-029

### BROWNHILLS MOTOR SALES.

**NEW** Scammell 12-ton 25-ft. trailers, Scammell coupling, ex stock.

**NEW** Scammell 12- and 14-ton 25-ft. trailers, fifth wheel.

### BROWNHILLS MOTOR SALES.

WATLING STREET (A5),  
BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 906-189

**B.T.C.** 12-ton 4-in-line trailers, 24-ft. platform bodies in first-class order. Choice of three.

**DYSON** 16-ton tandem axle trailers with bulk bodies, choice of four.

**SCAMMELL** 16 ft., 18 ft., 20 ft., 23 ft., 25 ft. and 30 ft. in stock in good order.

**ALSO** all S.A.E. pin types, 22 ft. to 26 ft. in stock, all at reasonable prices.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 906-234

**20-TON** low-loading machinery trailer, knock-out axle, Scammell trailers, all lengths, 16 ft. to 25 ft., also other leading makes of drawbar or semi-trailers.

**JACKERBY AND CO.**, Mayhills Farm, Ripple Rd., Barking, Essex. Dominion 5581. 906-369

## SPARE PARTS AND SUPPLIES

### A.E.C.

**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-965

**USED** UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 222-649

**RECONDITIONED** A.E.C. 7.7 engine, complete with accessories, £170. L. W. Vass, Ltd., Amophill, Bedford. Amophill 325-6. 222-998

**A.E.C.** All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. 222-680

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SPARES** for most types available. 222-913

### Spare Parts and Supplies (contd.)

**S. HUGHES (COMMERCIAL), LTD.**, Lodge Garage, Whitehall Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. 222-633

**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-939

**NEW** reconditioned transfer boxes for Matador, new injector pumps, Cundey and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 222-668

**COMMERCIAL VEHICLE SPARES (MORLEY), LTD.**, 78 Scotchman Lane, Morley. Phone, Morley 1847. 906-785

### ALBION

**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-966

## Miscellaneous Vehicles (contd.)

### NEW Scammell trailers.

**USED** Tanker 8-ton step-frame.

**INQUIRIES** to:—

**E. J. BAKER AND CO. (DORKING), LTD.**,  
DORKING 3822. 906-414

### WALTON MOTORS. WALTON MOTORS

**£295.** 24-ft. 12-ton Tasker articulated trailer, fitted with B.T.C. hitch.

**£325.** 23-ft. 10-ton Scammell trailer, 9.00 x 20 tyres.

**£175.** 20-ft. 8-ton Scammell trailer.

**£100.** 18-ft. Crane drawbar trailer.

**£90.** 16-ft. Hands drawbar trailer, fitted with air brakes.

**WALTON MOTORS**, 255 Walton Lane, Liverpool, 4. Aintree 1873. 906-264

**TWO** 12-ton York treble-drop-side, S.A.E. coupling, 9.00 x 20 tyres, 25 ft. long, £450 each.

**TWO** similar, 27 ft. long, all 18 months old, £475 each.

**CHARLES WARNER, LTD.**, Wragby Rd., Lincoln. Phone, Lincoln 27127. 906-240

**DYSON** 24-ft alloy platform, 9.00 x 20 tyres, 10-stud wheels, c/w landing gear, twin air brakes, £475.

**15-TON** four-in-line, £1,018.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 906-249

**HANDS** trailer, fifth-wheel coupling, fitted pantechicon body, approximately 2,000 cu. ft., only six months since new, beautiful condition, Clerk, Welwyn, Herts, 4470. 906-3852

**25-FT** new 11 ton trailer, Scammell coupling, 9.00 x 20 tyres, £425. Cameron Garages, rear of 180-186 Park View Rd., Welwyn, Kent. Boxleyheath 1747. 908-9990

### Trailers Wanted

**WANTED**, articulated low-loader trailer to carry D4 dozer. Lawrence, Alfreton, Derby. Phone 505. 906-184

### WANTED.

SEMI- OR 4-WHEELED TRAILERS

BY

**GEORGE HOOPER AND CO., LTD.**

TIMBER IMPORTERS.

BRIDGWATER, SOMERSET.

**APPROXIMATELY 8 TONS** CAPACITY, STRAIGHT FRAME OR LOW-LOADERS, SUITABLE FOR FIFTH WHEEL OR DRAWBAR COUPLING, ON 8.25 X 10 OR 7.50 X 20 TYRES.

WRITE, CALL OR PHONE.

**BRIDGWATER 2675.** 907-9985

**WANTED**, one 4-5-ton drop-frame trailer with knock-out axle 16- to 17-ft. well, Scammell or similar type coupling. Walkers Motors and Engineering Co., Ltd., Rockingham Rd., Market Harborough. Phone 2505. 906-517

**WANTED** two-three 16-ft. drop-side semi-trailers for Hands J-type coupling, or Scammell might do. Write Box CM069, care of "The Commercial Motor". 906-447

### TRAILER UNDERCARRIAGES

**DAVIES**, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares London Rd. Ware, Herts. Ware 489. 222-736

**SERVICE-EXCHANGE** Scammell couplings immediate delivery. Merriworth Engineering, Ltd., London Rd. Stone, Darford, Kent. DA2 1171-4. 222-764

### TRANSPORTERS

**1958 GUY** Warrior long-wheelbase, fitted with special body and single-seater cab for transporting steelwork, Gardner 41W engine, 10.00 x 20 tyres, all in excellent condition air brakes, cost £3,000 when new, bargain, £1,250.

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B58

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**C**ARLISLE. All night salvage, tyre and emergency repair service. Ford, A.E.C., Perkins. County Garage Co. Ltd., Lowther St., Carlisle. Phone 24234 (six lines). 914-9919

## POWER TAKE-OFF

**P**OWER take-off and pump discharge specialists for bulk liquid transport, cargo pumps and p.t.o.s repaired and overhauled. Quotations for all work by return. Flexion Extensions, Ltd., Kingsbury Rd., N.W.9. Col 4641. 908-9911

## RADIATORS

**C**ROSSROADS COMMERCIALS, LTD., Glidersome, near Leeds. Morley 4144-5-6. Large selection in stock. 222-986

**U**SED UNITS, Whitefield, Burnley (phone 2262) Serviceable and used radiators, suitable most makes of commercial vehicles. 222-676

**N**EW radiators in stock. Leyland, A.E.C., Foden, Austin, Bedford, etc. Martindale, Chorley. 222-682

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884

**R**ECONDITIONED and serviceable used radiators to all makes of commercial vehicles. 222-937

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**H**ELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London S.W.9. Reliance 2512. 222-901

**C**OMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 906-696

## ROAD AND STORAGE TANKS

**R**OAD and storage tanks of all descriptions for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2141. 222-699

**S**URPLUS stock of underground and overhead storage tanks, 1-in. to 1-in. plate, from 100 to 12,000 gal. Also available, reconditioned petrol pumps and flow meters.

**I**SHURWOODS PETROL CO., LTD. Phone, Ex 5163. 906-786

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**4,000**-GAL. cylindrical storage tank, 4-in. plate, 17 ft. x 7 ft. 6 in., perfect condition.  
**H. F. A. DOLMAN**, 215 North Rd., Southend-on-Sea. Phone 43262. 906-575

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**S**HUTTERS in wood, steel or aluminium, rapid delivery. Taylor's shutters, Syston, Leicester. 222-855

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**D**ELANEY GALLAY safety belts hold your drivers firmly in their seats and the seats to the floor. Instant-release buckles, approved by the British Safety Council. Models to fit all types of seat from £2.25.  
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**T**RIPLEX supplied and fitted while you wait. 499, N. London Lane, N.W.10. Dollis Hill 7232. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade. 3170. Gushford Place, High St., Taunton 2091. D. W. Price and Sons, Ltd. 222-670

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**B**EDFORD OY and civilian brand-new drivers' seat cushions, £2 each, carriage paid, cash with order. Cunney and Stewart, Ltd., Alfreton, Derbyshire. 906-804

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## Spare Parts and Supplies (contd.)

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**NEW** cotton, duck-flax covers, competitive prices. Garratts, 29 Broomwater West, Teddington Lock 5500. zzz-648

### TIME RECORDERS

**SERVIS** recorders, register automatically the exact running and standing times of vehicles. EVERY minute of every journey is accounted for clearly on a simple tamper-proof chart. REDUCTION in running costs follows inevitably when you know the journey facts.

**VEHICLES** can then be scheduled for journeys and maintenance with maximum efficiency. It is a good idea to write for descriptive literature to:—**SERVIS RECORDERS, LTD.**, 19 London Rd., Gloucester. Phone, Gloucester 24125. zzz-0623

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**EDBRO B. AND E.T. TIPPERS, LTD.**

**BRITAIN'S** largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel; also conversions, hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 62221-5. London Depot: 258-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 6262. zzz-731

**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-957

## Spare Parts and Supplies (contd.)

**SPENBOROUGH** tippers, power hydraulic, handscrew and/or 3-way. We manufacture the most comprehensive range: specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-800

**PILOT** tipping gear spares. Full range of parts always in stock. **D.B.S. COACHWORKS, LTD.**, 24a St. Marks Rd., North Kensington, London, W.10. Phone, Ladbroke 0493 3768. zzz-842

**NEW** Telehoist Twin SL4 tipper gear, complete, surplus to requirements. Trade inquiries welcomed. **ROY THRUSH (AUTO TRAC), LTD.**, Ringwood Rd., Parkstone, Poole, Phone, Parkstone 383. 907-9946

**DISMANTLING S- and A-type Bedford 1957-58 models**, Perkins R-type engines, 7-yd. hydraulic tipping bodies (steel), all parts available. Norths, Pontefract Rd., Stourton, Leeds, 10. 907-9956

**WESTON** tipping gear. Full service facilities and large stock of replacement units and spares. **QUOTATIONS** for complete rebuilds, including steel bodies, to 7 cu. yd. **CONSULT** us on all tipping-gear problems.

**SOUTHERN HYDRAULIC, LTD.**, 11 Victoria Crescent, S.W.19. Phone, Liberty 2497-8. 906-641

**EDBRO** tipping gear for Dodge, Ford, Albion, Reiver, for immediate delivery. Cottee and Edwards, Nottingham 46574. 906-077

**WELFORD ENGINEERING (OLDBURY), LTD.**, HAINGE ROAD, TIPTON. New tipping gears, ex stock, most chassis. Agents for Edbro, Telehoist, Pilot, Anthony, Weston, Autolift. Large stocks of spare parts and service pumps always available. Trade inquiries invited, TIPTON 2721-2. 906-585

**MILSHAW TIPPING GEAR CO.** Hydraulic and screw gears, all types of power take-off units and models. Birch Lane, Bradford, Phone, Bradford 32771-2. **MILSHAW** tipping gears. Inquiries to Birch Lane, Bradford. 906-781

### TOW ROPES

**15-FT.** heavy steel wire tow ropes, complete with hooks and chains, £3 each, carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477. 906-805

**HEAVY-DUTY** towing ropes, can be used as slings, new in cases, comprising: 8 ft. 4-in. wire rope, spliced and thimble; 5 ft. 2 in. by 4-in. chain; four 4-in. shackles; two 7-in. hooks, at £2 10s. each, ex works. **R. E. TREM AND CO., LTD.**, Bawtry Rd., Fillingley, near Doncaster. Phone, Fillingley 203-4. 906-535

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**STUCK** tyres and tubeless leakers completely avoided by fitting with Tyreprim (regd.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (regd.) penetrant-lubricant. Guaranteed harmless to rubber. Free all main factors. zzz-864

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## Spare Parts and Supplies (contd.)

**36** x 8, 17-ply, £23; 7.50 x 20 Cross Country or civilia, tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid. **W. VASS, LTD.**, Amphill, Bedford, Amphill 3255. zzz-924

**36** x 8 new 12-ply, £23; 14-ply, £25; 9.00 x 20 new standard 12-ply, £23 10s.; 14-ply, £25 10s.; 9.00 x 20 Trakrip 10-ply, £13; carriage paid. **THE BRITISH RUBBER CO.**, Baldon, Yorks. Shipley 55427. zzz-675

### Tyres and Tubes Wanted

**WANTED**, tyres of all types and sizes, spot cash. **H. Matthews, Ltd.**, 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-936

**WANTED**, 8.25 x 15 and 9.00 x 20 tyres. **John Eastwood and Sons, Ltd.**, Andersonstown, Belfast. 906-9930

**WANTED**, Four matched Trakrip 14.00 x 20 tyres or wheel assemblies for Coles crane. **Bradley, Park Garage**, Accrington 34821-2. 906-x3676

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**BARIMAR** for scientific welding repairs under Barimar money back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crank-axes, broken crankshafts and all other motor and diesel parts, perfectly repaired by Barimar. Speedy delivery, and low costs. **Barimar House**, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8, Night calls, Renown 2148. Grams, Bariquamar, Walsgrove, London Branches at Birmingham, Newcastle upon Tyne and Glasgow, also operating at full blast. zzz-750

**ANGELL AND WILLIAMS (PECKHAM), LTD.**, the specialists in welding, repairs to defective crankcase blocks, heat, gearboxes, etc. **TRAFFIC LIGHT BRIDGE WORKS**, Sumner Rd., London, S.E.15. Rodney 3505. zzz-602

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**BEDFORD**, Commer, A.E.C., Ford and most others; also wide-base conversion sets, 20,000 in stock. **TURNER AND KNIGHT**, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. zzz-728

**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds, Morley 4144-5-6. All makes and sizes in stock. zzz-988

**USED UNITS**, Whittlefield, Burnley (phone 2262). All makes and types in stock. zzz-678

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1880. **2,000** wheels in stock of all types and sizes. English and American. zzz-938

### WHEELBASE EXTENSIONS

**BAICO** wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2289-7. zzz-930

**CHASSIS DEVELOPMENTS, LTD.**, Skimpot Industrial Estate, Luton 52771, for Bedford, wheelbase extensions and Yord third axle conversions. 906-9673

### WINDSCREENS

**PERSPEX** cut to size and pattern, Denny, Ltd., 11 Netherwood Rd., W.14. She 5152, 1426. zzz-657

**WINDSCREEN** assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and reglazing service. **British Steel Frame Co., Ltd.**, 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. zzz-823

## MISCELLANEOUS ADVERTISEMENTS

### ACCOMMODATION

#### CATERING—WEST COUNTRY.

**PAIGNTON HYDRO HOTEL**, The most popular coaching hostelry in Torbay. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for Saturday nights only, fully booked for remainder of 1961 season. Two large restaurants are available for luncheon parties. Menus available at reasonable prices. Own coach/car park. Apply Mr. W. J. Gent, M.H.C.I., Phone 36353. zzz-782

### AUCTIONS

#### AT MILLBURN GARAGE,

WALMER BRIDGE,

LONGTON NEAR PRESTON,

ON

THURSDAY, MAY 4, 1961,

AT 4 P.M.

SALE BY AUCTION OF

LUXURY COACHES, PASSENGER VEHICLES,

ETC.

ENTRY FORMS ON APPLICATION,

BRIDGETON 6771-3.

LONGTON PRESTON 3255.

**JOHN WATSON AND SON,**

MOTOR AUCTIONEERS.

BANK BUILDINGS, GRAHAM SQUARE,

GLASGOW, E.I.

906-172

### Miscellaneous Advertisements (contd.)

#### AGENTS—WANTED

**ANNFIELD PRODUCTS (LONDON), LTD.**, sole distributors of Anfield steel wood screws, require agents on commission basis only for north-east, north-west and central England, first-class connection with commercial bodybuilders. Write, giving full particulars, to General Manager, 26 Gilbert St., London, W.1. 906-9968

#### BUSINESSES, PREMISES, OFFICES,

#### ETC.

**WEST MIDLAND** transport business, limited company, for sale, two vehicles, total unladen weight approximately 8 tons A. Apply 66 Kenilworth Rd., Coventry. Phone, Coventry 68503. 906-9932

**FOR** sale, 2 acres light industrial, near Bishop's Cleeve, Stourford. Box CM0418, care of "The Commercial Motor." 909-9960

#### SMALL HAULAGE BUSINESS

FOR SALE.

**GUY 8-WHEELER** WITH GARDNER 6LW ENGINE. A LICENCE.

7 TONS 5 CWT.

EXPIRES 1965.

Scottish based.

£5,000 OR NEAREST OFFER.

WRITE BOX CM066.

CARE OF "THE COMMERCIAL MOTOR."

906-005

### Miscellaneous Advertisements (contd.)

**HAULAGE** business, Birmingham, comprising of three vehicles including new Commer T51 7-tonner with "A" licences, approximately 10 tons unladen weight for most goods Great Britain.

**HAULAGE** business consisting seven Thames diesel lorries, 1955-58, with "B" licences, general goods, 50 miles, owner retiring due to health reasons, north-west price £4,500.

**HAULAGE** business, Bristol area, 32 tons "B" licences with good user conditions, £10,000.

**HAULAGE** business, West Midlands, five 1957-60 multi-wheel long-wheelbase tippers with "A" licences, general goods.

**HAULAGE** business, Sussex, limited company, three contract licences, reasonable price.

**1957** ALSTIN 5-6-tonner with "A" licence, West Midlands, Yorkshire area.

**FULLER** particulars of the above can be supplied on request and some hire purchase available.

#### WILDE AND BENNETT, LTD.,

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

906-214

**LIMITED** company, 25 T. A Metropolitan, general goods Great Britain 30T., B 30 miles radius, 16 vehicles. Good depot between Thames and Medway. Box CM054, care of "The Commercial Motor." 906-9965

**OLD-ESTABLISHED** haulage and garage business for sale, north of Birmingham, comprising of recently-built brick and steel garage with modern pump installations, mixed fleet of lorries, with 41 tons of A licences, 14 tons B licences and four contract lorries, with good connections, together with tools and equipment, also storage. Principals only. Box CM065, care of "The Commercial Motor." 907-x3726

## Miscellaneous Advertisements (contd.)

**T**O let, garage workshop, 4,000 sq. ft. approx., Highgate, complete with lift and service equipment, ideal for fleet user or car repairs; no premium; £50 per week, Fri 6660.

**N.E.** Area, 14 tons A modern vehicles, and excellent motor user, limited company with well-established connections. Birmingham Commercial Motors, Ltd., 569 Coventry Rd., Birmingham, 10. Phone, Victoria 0437.

**H**AULAGE business, approximately 60 tons, North West Area, complete with depot and clearing houses if required, excellent, normal user, Box CM0614, care of "The Commercial Motor."

## Businesses, Premises, Offices, etc., Wanted

**W**ANTED: Haulage Businesses with ordinary A licences and B licences in any part of the country, or alternatively, we are prepared to sell your business for commission as we have numerous clients on our books.

**WILDE AND BENNETT, LTD.**

HADFIELD, MANCHESTER.  
Phone, Glouap 2902-3.

AFTER HOURS 2356. 906-216

## CONTRACT HIRE

**L**AND ROVERS, light vans and trucks available on contract hire. Apply for terms.

**COOMBS COMMERCIALS (GUILDFORD), LTD.**, Portsmouth Rd., Guildford Surrey. Phone, Guildford 62907.

## CONTRACTS FOR HIRE AND WANTED

**M**AXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. 222-665

## CONVERSIONS

**HENDYS FOR FORD.**

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

**PERCY HENDY, LTD.**

SOUTHAMPTON 28331 (EIGHT LINES). 222-955

## FINANCIAL AND PARTNERSHIP

**F**INANCIAL interest required in small Bedford dealer's business. Present owners or management can remain by arrangement, preferably Midlands. Replies treated in strictest confidence. Box CM0611, care of "The Commercial Motor."

## FORK-LIFT TRUCKS

**M**OBILIFT 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240. **W. VASS, LTD.**, Amphil, Bedford. Amphil 3255. 222-815

**S**TACATRUCK 4,480 lb. lift, 4-cylinder diesel, £595; Coventry Climax, 4,000 lb., 4-cylinder diesel, engine requires attention, £545; Coventry Climax 3-cylinder diesel, £600. Fenland Transport Services, Ltd., Thorney 371-2. 906-9924

**C**OLBRO, LTD., offer fork-lift trucks for immediate disposal, subject to prior commitment.

**O**NE Ross fork-lift, 14,000 lb. capacity, 10-ft. lift, on pneumatics, perfect order, £1,150.

**O**NE Hyster fork-lift truck, 15,000 lb. capacity, 17-ft. 6-in. lift, good working order, on pneumatics, power steering, £1,500.

**O**NE Stacatrac 4,000 lb. capacity, on solids, needs attention, a gift at £500.

**S**PECIAL offer: One brand-new conveyancer, 6,000 lb. capacity, 12-ft. lift, diesel-driven fork lift, on pneumatics, torque-converter drive, immediate disposal, list price.

**J**AW BONE WORKS, Rothwell Haigh, Leeds. Phone, Rothwell 3258. 906-291

## INSURANCE

**PAUL CHILDS, LTD.**

58 BIRCH GROVE,  
LONDON, W.3.  
Acorn 2398.

**B**EST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 906-655

## MISCELLANEOUS

**T**O sports ground secretaries. The following equipment for disposal: 30 cwt. 2-ton Bedford petrol roller; seven Green's Gang mowers, separately or in sets of three; two Allen Autoscythes; four 24-in. Ransomes and Atco mowers; two 14-in. and 18-in. Ransomes bowling green mowers. Inspected our works; for sale, low price. Norman Walker (Machinery), Ltd., Anaby, Hull. 907-9963

**H**EADLAMP bulbs, Osram, Philips and Lucas, 24v., 60w. d.c.; also Lucas transverse pre-focus bulbs, 24v., 38 and 38w. Lots of 50, 1s. each. Cropper, 2 Breese Hill, Liverpool, 9. 909-9982

**F**OR sale, Streamline oil filter, Type O19, gas heated, electric drive. Apply Corporation Transport Department, Parliament Rd., Middlesbrough. 906-657

## PACKING AND SHIPPING

**R**OYAL 3066-9. The quickest way of shipping your car anywhere in the world is through **FARON, LTD.**, 51-53 Crutched Friars, E.C.3. 906-728

## SITUATIONS VACANT

**A**.M.I.M.L. City and Guilds, A.M.I.Mech.E., etc., on details of exams, and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

## Miscellaneous Advertisements (contd.)

### REPRESENTATIVES

required for expanding trailer manufacturers, one living London area, one living Manchester or Yorkshire area. In first instance phone or write

**MR. K. A. SMITH.**

4 HUNTSMAINS DRIVE,  
KINVER, STAFFS.  
Phone, Kinver 2607. 906-617

**E**XPERIENCED light commercial salesman. Sales record essential, guaranteed wage, splendid prospects, accommodation shortly available. Gilbert Rice, Ltd., Main Ford Dealers, Horsham and Crawley. 906-9935

**S**ENIOR salesman for car and/or commercial vehicles, preferably with B.M.C. experience, excellent prospects for early promotion for the right man, new spacious showrooms.

**A**USTIN distributors, King and Taylor, Ltd., The Wharf, Godalming. Phone 503. 907-9952

**P**ARTS manager required for Vauxhall-Bedford main dealer, depot Surrey-Middlesex border, bungalow available to suitable applicant. Apply Box CM059, care of "The Commercial Motor."

### TRAFFIC CLERK.

**A** MALE TRAFFIC CLERK, AGED BETWEEN 20 AND 30, IS REQUIRED BY REED TRANSPORT, LTD., NEW HYTHE.

Applicants should have some knowledge of road haulage, but this is not essential.

Written applications stating age, qualifications and career to date should be addressed to:—

THE GROUP PERSONNEL OFFICER,

**ALBERT E. REED AND CO., LTD.**

LARKFIELD, NR. MAIDSTONE,  
KENT.

quoting reference TC/RT/88. 906-098

**T**RANSPORT Manager required by large organization with branches throughout the country to take charge of fleet of 150 commercial and private vehicles (petrol and diesel). Must have practical experience and knowledge of vehicle records. Salary £11,250, plus car. Applications in writing to Assistant Managing Director, Harrison Gibsons, High Rd., Ilford, Essex. 906-105

**S**ALES Manager required in S.E. England by commercial and commercial vehicle franchise holder. Opportunity for experienced man able to negotiate at all levels, select and lead salesmen, value part-exchanges and with ambition to grow with department. Basic salary and profit-share offered with living accommodation and pension schemes. Own staff aware of vacancy. Please send fullest particulars, including present earnings, in confidence, to Box CM063, care of "The Commercial Motor."

**S**ALESMAN required by Newark, Notts, distributor. Fully experienced in commercial vehicle sales and values. Excellent terms and conditions offered to right man. Our own employees advised of this advertisement. Box CM064, care of "The Commercial Motor."

## UNILEVER.

TRANSPORT DIVISION OF UNILEVER, LTD.

REQUIRE FOR THEIR LONDON OFFICE A

### TECHNICAL ASSISTANT

WITH THE ABILITY TO COMPILE REPORTS ON DEVELOPMENTS IN REFRIGERATED EQUIPMENT AND INSULATED BODIES USED IN ROAD, RAIL AND SEA TRANSPORT.

Applicants must have some knowledge of insulated body and commercial vehicle design and should be 25-40 years of age.

Technical background: H.N.C. preferred, but O.N.C. would receive consideration, depending on experience.

Applications, including details of experience and qualifications, should be sent to

HEAD OFFICE STAFF DEPARTMENT

(Ref. WF/79).

**UNILEVER HOUSE,**

BLACKFRIARS, LONDON, E.C.4.

906-032

**C**OMMERCIAL salesman required for new premises, outer London Ford main dealer, basic salary and commission. Car provided. Excellent prospects. Box CM062, care of "The Commercial Motor."

**E**XPERIENCED coach salesman urgently required. For further particulars, apply Coach Sales Manager, Don Evesall (Commercial Vehicles), Ltd., 34 Cleveland Rd., Wolverhampton. 906-179

**C**ERTIFYING OFFICER, Ministry of Transport. Pensionable post in Newcastle upon Tyne for fully qualified automobile engineer (man or woman) at least 35 on 1.5.61, who has achieved A.M.I.Mech.E. Duties (under Road Traffic Act, 1960) concern mechanical examination and maintenance of public service and goods vehicles and supervision of schemes for testing private cars. Salary £14,564.19.50. Starting pay may be above minimum. Promotion prospects. Write Civil Service Commission, 17 North Audley St., London, W.1, for application form, quoting S/5299/61. Closing date May 24, 1961. 906-031

## Miscellaneous Advertisements (contd.)

**M**OTOR assessors and motor engineers. The Norwich Union Fire Insurance Society require fully qualified motor assessors or motor engineers who can be trained in such, age not exceeding 40, and prepared to live in any part of the country. Please reply to the Agency Manager, 9 Surrey Street, Norwich, giving full details of qualifications and experience. 907-9978

**C**OMMERCIAL salesman required for Dodge distributors in Croydon area. The 3473-4. 906-416

**P**ARTSMAN-COUNTERHAND for Vauxhall-Bedford; high wages. Apply Green Garage, Ltd., 641 Staines Rd., Bedford, Middx. 906-440

**E**XPERIENCED commercial-vehicle salesman required for B.M.C. distributors covering large area in Wiltshire; senior position. Box CM0613, care of "The Commercial Motor."

**E**XPERIENCED commercial-vehicles sales representative required, able to earn £2,000 or more per annum on salary and commission basis by Midland agent representing several popular makes; car provided. Applicants must be keen, energetic and fully conversant with up-to-date values, etc. Good sales record essential. Write for interview stating age, experience, Box CM0417, care of "The Commercial Motor."

## STORAGE AND DISTRIBUTION

**L**ENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 34 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hampshire. Lenham 441 (five lines). 222-702

**I**N the centre of England—central for Derby, Nottingham, Leicester and Birmingham, ground level storage available, vehicles for distribution for all classes of goods. Only long-term contracts of interest, apply giving details of requirements to Box CM061, care of "The Commercial Motor."

**F**OR hire, 20,000 cu. ft. dry storage; two vehicles available for distribution at Doncaster. Box CM0612, care of "The Commercial Motor."

## TENDERS

### BOROUGH OF HAMPSHIRE.

**F**OR SALE

SIXTEEN  
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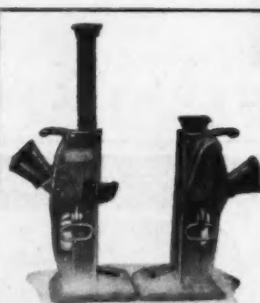
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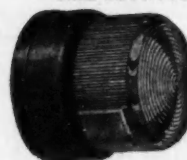
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